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**INDIAN COTTON CESS BILL.
DISCUSSION IN THE ASSEMBLY.**

DEBATE, February 21st.

In the Legislative Assembly Mr. Hullah moved for the third reading of the Bill to provide for the creation of a fund for the improvement and development of growing marketing and manufacture of cotton in India. The Joint Committee to which the Bill was referred discussed at length the question whether the cess should be levied on cotton exported by sea as well as on cotton consumed in the mills in British India and decided by a minority that cess should be levied in both cases. As regards the amount of the cess the Committee decided that it should be two annas on each 400 pounds of cotton but for the first three years from the commencement of the Act it should be levied at double the rate. Mr. Seshagiri Iyer, a member of the Joint Committee, who had appended a minute of dissent, pointed out that no justification had been shown for the levy of the cess on cotton, which was to be exported and moved an amendment to that effect. He said that the burden of the cess on the export would ultimately fall on the producer. The major portion of the produce was consumed in the mills. The levy of the cess, therefore, should be confined to the cotton consumed in the mills and should not be extended to the exported cotton. The House of Commons had resolved to compel the spinners of England to pay a particular cess to the cotton growing association in order to improve the growth of cotton there. If cotton growing in India was also to be improved the millowners should similarly be taxed. Captain Sassoon opposed the amendment.

The Hon. Mr. Sarma said that the cotton industry required one crore for improvement and research work and that was why Government had imposed a cess of four annas but the Joint Committee reduced it to two annas. Any further weakening of the hands of the Central Committee on Cotton by reducing the income would lead to many difficulties in the achievement of their object.

Sir Montagu Webb also opposed the amendment.

The amendment of Mr. Iyer was put and lost.

Further discussion on the Bill was postponed.

Speaking at the concluding session of the third conference convened by the Air Ministry last month, Major-General Sir J. E. B. Seely expressed the view that "the future lies largely with the air, and if that be so, I do not think it is wise to starve the Air Service either on its civil or military side."

PROPOSED CALENDAR.

A THIRTEEN-MONTH YEAR DISCUSSED BY MERCHANTS.

A resolution endorsing the Congressional bill providing for an international conference to improve the Gregorian calendar and establish a fixed international calendar of thirteen months of four weeks each will be discussed at a meeting of the Chamber of Commerce of the State of New York. The bill provides that the extra day to make 365 be designated as January 0.

The International Congress of Chambers of Commerce has voted resolutions urging calendar reform since 1908, the Committee of Foreign Commerce and the Revenue Laws, of which William E. Peck is chairman, reported. Mr. Peck's report said:

"It is the purpose of those in this country seeking an international conference to recommend a calendar reform which will divide the year into exactly thirteen months of twenty-eight days each, that is a month of four weeks of seven days each, the extra day to make 365 to be January 0, a holiday; leap day to be an international holiday, and transferred from February to a month when the weather is likely to be pleasant, as June or July, also to insert the new month between June and July."

"The present calendar presents many inconveniences resulting from its irregularities as to the number of days in the month. We never know on what day of the week New Year's Day or other holidays will fall, only by consulting the calendar."

"By making uniformity in the number of days in a month statistics can be made truly comparative, resulting in better facilities for efficiency and economy in all business affairs."

The Chamber also will consider a resolution urging that Congress create a commission for the purpose of collecting and disseminating accurate and scientific information regarding the narcotic drug traffic.

WIRELESS BOOM IN GREAT BRITAIN.

BRITISH LICENCES FOR 80,000 LISTENING SETS.

The broadcasting of grand opera from Covent Garden by wireless telephony has given a remarkable stimulus to the public demand for facilities to listen in.

In November 3,000 licences for listening-in sets were issued, and in December 6,000. When the complete figures for January are available it is believed that the total for the three months will have risen to 25,000.

At the same time the number of people applying for experimenters' licences is swelling at an extraordinary rate. In the last week in December 3,500 applications were received. During January they came in at the rate of 6,000 a week, and in the last week of that month the figure rose to 11,500.

With the number of experimenters' licences already granted and the number of broadcasting licences issued, it is calculated that something like 80,000 receiving sets are now licensed in Great Britain.



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BOTTLED SHIPS.

SAILORS AND THEIR SPARE TIME
AT SEA.

If you call at the first dockland public-house you come across—it doesn't matter which one, for they all have a "tall Cape Horn" in a bottle—somehow on the bar or smoking-room walls—step in and look at it; it's worth an inspection and the price of a small Bass, writes A. V. Paines in *The Navy*.

You will see a faithful model of a renowned clipper at its grace the South Kensington Museum, so true in detail is it: the blue ocean and all in there, making a fit present from a convivial sailor to the fairest barmaid; for you can be sure that was how it found a permanent home, if it wasn't taken in part payment for an old shellback's beer when he has departed dead broke to "run the East" and down once more.

After close attention and much deliberation, you will probably decide that by some mysterious process that bottle grew up around the ship. Some people do come to that conclusion, and maybe they would consider that an easier task than building the ship inside the bottle, which is really what is done.

Most sailors of the old school spend their spare time at sea ship-model making. They have in mind some fast tea clipper or some well-known Australian wool ship in which they served as a deck boy or apprentice, and the model to them when complete is the "old packet" come to life again.

Putting her in the bottle is the best way of keeping the dust from clouding the brightness of her tall wood fittings and the glistening white enamel of her ports and yet displaying her graceful speed lines and towering masts to the world; so a quart bottle is begged from the steward and layered on the inside with a putty ocean painted blue with white tops to the racing seas.

The more ambitious construct a wooden Edystone Lighthouse and various units of the local fishing fleets the more to show the gallant ship in her element, but that tends to overcrowding in a quart bottle and isn't altogether a success.

Then the model with masts and yards all carefully placed lying flat on deck and connected with sewing thread stays down through holes bored in the vessel's stem is inserted and firmly fixed in the putty, and a dash or two of white paint applied to represent the "line" in her teeth.

With the aid of a long needle each mast is pulled into a vertical position and the yards moved into place, until, when complete and the whole bottle sealed, there is as much reason to believe that the bottle was made around the ship as in the possibilities of any other method.

Models of vessels to enter the neck of a quart bottle must be narrow and short in proportion, but occasionally one sees a larger and more elaborate achievement which the patient hands of some old sailor took more than one voyage to complete.

I saw one of these in an hotel in Sydney and the man who made it; it had taken him over two years, and foolishly he sold it to the proprietor for twenty pounds, who disposed of it in a good market for over a hundred.

The hull was three feet in length and built of teak wood with inlaid white bone ports, taken from the backbone of a shark. The yards and mast tips were also of bone, and flared ebony from an old walking stick entered largely into the elaboration of her deck fittings.

The mast were cut out of pitchpine, the standing rigging consisting of mandoline strings, and the running cordage of plaited silken thread, probably begged from the Captain's wife.

Every sail, thirty in number, was cut from linen, white as snow. Every block was brightly polished, and the Red Ensign, a most difficult job in itself, flattered at the peak together with the pilot jack at the fore truck, and the Company houseflag on the main mast.

A splendid model she was, one which a sailor could delight in studying, so true in shape and equipment was she, and it was only lack of money that compelled the man who made her to sell, for she had been his companion in various stages of construction for many a dog watch on every sea.

Some seamen devote their spare time to mat and rug making, others to fancy needlework, while many do creditable wood carving.

As a hospital aid auction sale in Valletta, Malta, a year or two ago, I saw a bedside rug knocked down for fifteen pounds.

It was the work of a sailor, and must have been a long time in the making, for it was unique in that it was made entirely of threads taken from old flags.

Flag bunting is nearly indestructible by ordinary wear and must have made an ideal rug, so soft and yet extremely tough is it, and in this case thread by thread was pulled from the ship's worn-out flags and sewn on a linen backing.

Three years it had occupied in the making, but the result justified the time and patience required.

If you have an acquaintance at sea who is keen on the making of any of these things, enlist his energies on your behalf—you can be sure of being presented with something good.

LONDON CITY CHURCHES
CONTROVERSY REVIVED.

The week of celebration of the bicentenary of the death of Sir Christopher Wren was inaugurated with a pilgrimage organised by the City churches. A commemorative service took place at St. Paul's on February 20th. The celebrations have revived a lively controversy regarding the fate of many churches in the heart of London which now-a-days have practically no congregations. The sites and endowments represent an enormous figure. Reformers urge that many should be demolished and the proceeds devoted to new churches on the outskirts of the Metropolis. Others decline equally loudly against such destruction. Saturday's pilgrimage was in the nature of a protest against the reformers' scheme. A procession of choristers was headed by a band playing hymns. Prayers were recited for the preservation of the churches. The Bishop of London, backed by architectural and ecclesiastical supporters, advocates the closing of 19 alleged derelict churches out of 47 in the City area. His Lordship, in a speech yesterday, said the main object was to combine and save parishes, even if the churches themselves were allowed to stand, and to economise in the money and man-power of the church.

LONDON TO INDIA.

DIFFICULTIES OF FLYING THAT
MUST BE OVERCOME.

In the lower latitudes heat is the chief enemy of the aeroplane, writes Capt. MacMillan in the *Daily News*. The dry heat of the desert shrivels up the wood-work and makes its component pieces tear apart; it rots the tyres and the petrol system's canvas-rubber connections; it dries and warps the air and cuts down engine power, life and climb. The damp heat of Mesopotamia, the Persian Gulf, and parts of India increases bodily discomfort.

Along the African and Asiatic tropic line of Cancer, and extending far north and south, the winter weather is magnificent for flying. Cloudless blue-skied days, when the sun is not too hot, continue for months on end. From November to the end of March the climate is ideal for aviation. But from the beginning of April the heat grows more and more intense until the rains begin about the middle of June.

Apart from storm conditions, the visibility in the air is better under monsoon conditions than in the periods of drought, dust and heat haze.

The aeroplanes we have to-day were designed and built to meet the very different flying conditions of Europe. The average life of an aeroplane in the war was very short, and speed and climb were the chief demand of that time. Durability and reliability had to be sacrificed.

Our aircraft to-day is not fitted for world-wide use. The commercial air services, equipped with craft whose designs are adaptations from war ideas to meet their special requirements, have done extraordinarily well; but it is very doubtful if these machines could give as good an account of themselves if they were used on a stage of the route to India under the more trying climatic conditions prevailing there.

The success of the more important air lines to-day is largely due to careful ground organisation. To provide such between London and India for a commercial air line would not only take time, but would be a very costly undertaking.

Present-day aeroplanes give the most economical results for passenger and mail work when operating between stations about 300 miles apart. Over longer non-stop distances more petrol and oil must be carried, and, consequently, fewer passenger or a smaller paying load. There are stages on the route to India where aeroplanes would have to fly over longer distances.

The aeroplane is not yet a real vehicle of world commerce. The numerous stops and changes on an aeroplane route to India (run with present-day types of machines) would probably prove very irksome to ordinary travellers; perhaps only a little less so than being kept in the air on the same machines for considerably longer periods. And, in spite of the very best of ground organisation, there are many long sections of the route where engine failure means a bad crash.

Both aeroplanes and airships have been advocated for the London to India route: the airship, with its longer cruising range and lesser liability to forced landings has at present the better claim.

THE COIN IN THE
CONTAINER.

GERMAN TRADE ENTERPRISE.

We seem to have heard the story before, or one like it at any rate. But it is worth repetition if only as a reminder of the intensive and unscrupulous methods employed by the Germans in their fierce competition for export trade. The tale concerns a consignment of dyes which was captured during the war and found its way to Spain. There it was reported to the purchaser that a Chinese coin had been discovered at the bottom of each tin. Here was a puzzle. Why should Chinese coins be found in packages of German dyes? The question was discussed at the British Chamber of Commerce in Spain, and, after inquiry, it was elicited that the consignment was originally ordered by a Shanghai firm. Had it arrived at its real destination, the coins would have reached the hands of Chinese workmen, who, according to the calculations of the wily Tanton, would have lost no time in getting to the bottom of the remaining tin, pocketing the "doucen" and asking for more of the same kind.

In this story we have another example of the muddled mentality which characterised German behaviour before and during the war. No British manufacturer would expect to make a successful appeal for permanent custom by such underhand methods. Yet the British exporter might be well advised to take the warning offered by the Chamber of Commerce and seek for anything of a hidden nature by which the Germans may be frustrating his best efforts. It is doubtful whether, for a long time to come, the Germans will find it profitable to play the trick of the coin in the container. They will be unable much longer to exchange their marks for Chinese copper "cash"—*Electrical Review*.

I honestly believe, said Mr. Justice Darling in a public address recently, that there is not another country in the world—I include the great Dominions of the Crown in this—in which men who have to judge one another are more absolutely trusted to do it fairly, according to their lights, than are the Judges of His Majesty the King.

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In addition the Directors are allotting 30,000 shares credited as fully paid up under the terms of the Option and subsequent correspondence thereon referred to in paragraph (c) hereof.

The remaining 70,000 shares ranking equally with those already subscribed are now offered for public subscription, payable as to \$2.50 per share on application. The balance due on each share, viz., \$7.50 will be called up on subsequent demand as and when further capital is required.

Any of the shares now offered to the public which may not be subscribed for will be allotted in such manner as the Directors shall determine.

DIRECTORS

JOHN SCOTT HARSTON, 1, Des Vaux Road Central, Hongkong, Solicitor and Notary Public.

Hon. Mr. CHOW SHOU SON, Bank of East Asia, Ltd., Des Vaux Road Central, Hongkong, Unofficial Member of the Legislative Council.

JAMES HANKE TAGGART, Managing Director, Hongkong Hotel Co., Ltd.; Powell's Building, Hongkong.

The Very Rev. Father LEON ROBERT, Procureur General des Missions Etrangeres, 1, Battery Path, Hongkong.

ARTHUR BYLANDS LOWE, 2, Queen's Road Central, Hongkong, Chartered Accountant.

FRANK MALCOLM LANE CRAWFORD, Managing Director, Lane Crawford, Ltd., Chater Road, Hongkong.

FUNG TAT HANG, Comptroller, Hongkong Hotel, Hongkong.

PETER KINGSON KWOK, Bank of East Asia, Ltd., Des Vaux Road Central, Hongkong, Merchant.

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SECRETARY OF THE COMPANY (pro tem).

T. A. BARRY, Powell's Building (2nd floor), Des Vaux Road Central, Hongkong.

PROSPECTUS

(a) This Company has been formed principally to acquire by purchase (under the terms of the Option and subsequent correspondence thereon hereinafter mentioned) from Lane Crawford Limited (whose Registered Office is situated at Ice House Street, Victoria, Hongkong) and develop by building thereon the land registered in the Land Office as Section A of Marine Lot No. 7 and commonly known as "The Wiseman Site" situated in Des Vaux Road Central, Hongkong. The purchase price of the land is \$1,000,000. \$300,000 of which will be satisfied by the issue to Lane Crawford Limited of 30,000 shares of the Company credited as fully paid up. Of the remainder of the purchase price, \$148,781.50 will be paid in cash, and the balance of \$551,218.50 will be satisfied by the taking over by the Company from Lane Crawford Limited of the Mortgage (repayable on the 30th April, 1927) for that amount now subsisting on the property in favour of Lane Crawford Limited and carrying interest at 8 1/2 per annum.

In addition to the purchase price payable as above, the Company will, under the Option hereinafter mentioned, pay the brokerage of one per cent. on the purchase price amounting to \$10,000 which is referred to in paragraph (b) hereof, and also indemnify Lane Crawford Limited to the extent of \$20,394.30 in respect of the Plans and Specifications referred to in paragraph (c) hereof.

The Option for the acquisition of such land bears date the 6th day of March 1923 and is made between Lane Crawford Limited as Vendors of the one part and Mr. W. E. L. Shenton, one of the partners in the firm of Deacon, Harston & Shenton the above mentioned Solicitors to the Company, as Trustees for the Company of the other part. A copy of this Option and the subsequent correspondence thereon can be inspected at the offices of the said Solicitors to the Company (No. 1 Des Vaux Road Central, Hongkong) at any time during business hours. A copy of the Mortgage above referred to which bears date the 6th day of May 1922, and is for a term of Five years from that date can also be inspected at the same place and time.

There are no other Contracts relating to the land to be acquired by the Company.

On the land to be acquired as above by the Company it is proposed to erect a modern seven-storied building with a Basement, so as to afford accommodation for Stores, Shops, a Safe Deposit Vault and First-class Office Rooms, particularly suitable to professional people. The Site is considered to be specially favourable for such a building, being in the centre of the business part of the City and close to the Hotels, Banks and Shipping Offices, etc.

(b) In respect of the above mentioned Option a brokerage of 1% on the purchase price of \$1,000,000 amounting to \$10,000 is payable by the Company to the Solicitors to the Company in respect of the sale of the land the subject of such Option.

(c) Under the last mentioned Option the Company are to be under the obligation of indemnifying Lane Crawford Limited to an extent not exceeding \$20,394.30 in respect of the cost of certain Plans and Specifications prepared in 1922 in connection with the building which Lane Crawford Limited at that time proposed to erect on the said land.

(d) No other commission or promotion money will be paid by the Company.

(e) The Company is to pay all preliminary expenses of and incident to the formation and floating of the Company down to the time when it becomes entitled to commence business and also all costs and expenses in connection with the acquisition of the land and the Assignment thereof to the Company, the estimated amount whereof is \$20,000.

(f) The minimum subscription on which the Directors may proceed to allotment is seven shares.

(g) The Articles of Association provide that the qualification of a Director is to be the holding of 1,000 shares in the Company and that the remuneration of each of the Directors is to be \$1,000 per annum.

(h) Directors are interested in the promotion of the Company as follows:—

(1) As to Mr. Harston in respect of the brokerage mentioned in clause (b).

(2) As to Messrs. Taggart, Lowe, Crawford and Harston to the extent that they are Directors of Lane Crawford Limited who are the Vendors of the land to be acquired by the Company.

(3) As to Messrs. Taggart, Lowe and Harston to the extent that they are Directors in the Hongkong Hotel Company Limited who are Shareholders in Lane Crawford Limited.

(4) As to the Rev. Father Robert to the extent that he is a Director of the Dairy Farm Ice and Cold Storage Company Limited who are Shareholders in Lane Crawford Limited the Vendors aforesaid.

(5) As to all the Directors other than The Hon. Mr. Chow Shou Son, Fung Tat Hang and Peter Kingson Kwok that they or some of them are Directors of other Companies with whom the Company may do business.

(i) Copies of the Memorandum and Articles of Association of the Company can be inspected at the aforementioned office of the Solicitors to the Company at any time during business hours.

(j) A copy of the Company's Memorandum of Association is annexed to the Prospectus and forms part of it.

(k) Application for shares should be made upon the Form attached to the Prospectus, which should be detached therefrom and sent to the Company's Bankers (The Hongkong and Shanghai Banking Corporation) together with a remittance of \$2.50 per share, the amount of the deposit. Where no allotment is made, the deposit will be returned in full, and where the number of shares allotted is less than the number applied for, a proportionate amount of the deposit will be returned.

(l) Prospectuses can be inspected at and Forms of Application obtained from the Company's Bankers (The Hongkong and Shanghai Banking Corporation) and at and from the temporary offices of the Company in Powell's Building (second floor), Des Vaux Road Central, Hongkong.

Dated the 23rd day of March, 1923.

(609)

JOHN L. THORNYCROFT
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 SHIPBUILDERS AND ENGINEERS
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PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS,
 OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
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For Quotation, Apply—
 10, KUKIANG ROAD,
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Summit
 DRESS SHIRTS

With soft dressed fronts in 3 widths of
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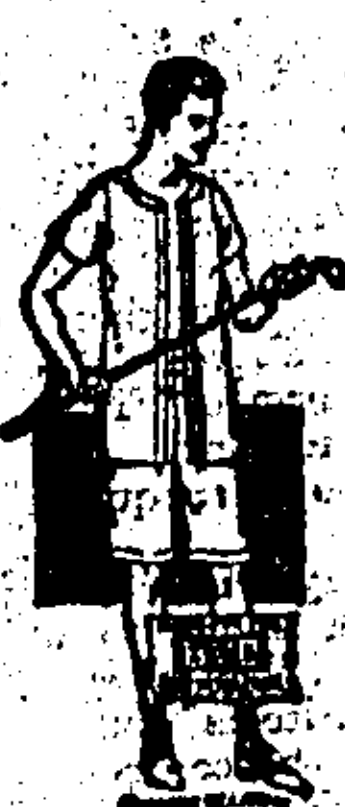
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The Real Situation of "Eden" (Cradle of the Human Race), and the Origin of the Chinese... \$1.00.
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SUPPLEMENTARY PAMPHLETS:

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- 10.—"GOREKATYIK." New Theory of the Universe, and Origin of Typhoons...
- 11.—Solution of Mysterious Island Mystery...
- 12.—Solution of Mysterious Blank in Ancient Egyptian History, and The Age of the Silurian Mammoth...
- 13.—Life of the Author by CHEENEY DUNCAN...

KELLY & WALSH, LIMITED.
 HONGKONG

WOODEN SHIPS.
 A NEW LINE TO THE EAST.

AUSTRALIAN SHIPS TRANSFER TO HONGKONG.

Some of the wooden vessels built during the war for the Commonwealth Government and sold in August last to Sydney buyers at \$2,000 each are to be placed in trade between Australia and the East, says the *Sydney Morning Herald*.

Details of the proposed new line were made available in Sydney on February 15th. Of the five vessels sold by the Commonwealth Government the *Bellata* and *Bandarra* have already been partly dismantled in Sydney, and the remaining three vessels, the *Berranga*, *Bethanga*, and *Birrica*, are still in the same condition as when sold by the Government.

It is proposed to commence trading to the East with the *Berranga*, and as contemplated trade is developed to bring the other vessels into use.

An essential part of the proposal is to transfer the *Berranga* to the Hongkong register. This step is being taken because the vessels are to be used in trade with the East, and partly owing to the heavy cost of running vessels under Australian conditions.

The new service will be conducted from Sydney, and it is proposed to engage in coal shipments to the East, but the main traffic will be in timber from Hakodate, Japan, and British Borneo. The port of Hakodate, situated at the south-western extremity of Yezo, one of the islands of the Japanese Empire, is the outlet port of some fine timber country. Before the war British steamers used to call at Hakodate, and a considerable quantity of Japanese timber was being lifted. During the war, with high freights and the scarcity of shipping, this traffic died away, and has not since been revived. There is no trade inducement for ordinary trading steamers, as load and discharge at Hakodate are slow, and much of the timber is in large bulk.

In addition to the Japanese timber trade efforts are to be made to open up timber trade between British Borneo and Sydney, especially in cedar, which British Borneo is reputed to be anxious to sell abroad. Shipments will be made to Sydney, Melbourne, and Adelaide, and coal and other cargo offering will be taken as back loading for Manila, Hongkong, and Eastern ports. The Pacific Steamship Co., Ltd., of Sydney, will act as managing agents of the line in Australia.

FUTURE OF INDIAN EXCHANGE.

SIR MONTAGU WEBB'S VIEWS.

Invited to express his views on the future of exchange Sir Montagu Webb replied to a representative of the Associated Press: The outlook at the moment is one of great uncertainty. India has to meet sterling obligations in London of about thirty millions sterling per annum. Is the balance of trade in her favour during the current year going to exceed this amount? That is the question. If so then the demand abroad for remittances to India will surely send up the value of the rupee and buying in London may be ready to bid 1s. 6d. or 1s. 6d. or even more. Such a state of affairs would depend upon the ability of Europe to make large purchases of Indian surplus products this year. Europe used to take over 50 per cent. of India's exports before the war. I do not think that Europe will be able to buy that much this year. It seems very doubtful therefore whether the present rise in exchange can continue much further.

Asked to give his opinion to the figure at which the rupee ought now to be established Sir Montagu replied that this is a still more difficult problem. The Babington Smith Committee's recommendations were based largely on the assumption that the price of silver and other commodities would probably not fall greatly for several years to come. But prices in England and America have fallen very rapidly and it is therefore now a question whether a return to the 2s. rupee of the last century would be wise or not. Looking to the fact that prices in the United Kingdom will probably be back at pre-war levels before long, whereas prices, rents and wages in India though falling will probably not all return to pre-war levels for many years, if I am inclined now to think that it would be in the best interests of India to try and stabilize the rupee at a point nearer to 1s. than to 2s. The Associated Chamber of Commerce of India and Ceylon last month resolved unanimously to ask the Government to do nothing in the meantime but to let world conditions settle down more in the direction of normal before making any further attempts to fix the ratio between the rupee and the sovereign. I am fully in accord with this policy.

IF YOU WEAR GLASSES

there is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortably and securely that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez Eye Glasses of any prescription in either regular or *toric* form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent special manufacturing establishment in South China—located in 53, Queen's Road Central—A-100.

CHINA'S TREASURE MOUNTAIN.

WEALTH IN AN EARLY EMPEROR'S TOMB.

The story of the discoveries at Luxur is making the world wonder, but, says the *Fall Mall Gazette*, China can tell a story more wonderful still. All other legends of buried treasure pale into insignificance beside China's two thousand-year old romance dealing with Emperor Shih Hwang-Ti's Treasure Mountain.

Shih Hwang-Ti began his reign in 221 B.C. It was he who welded China's ancient loose federation of small principalities into the empire which lasted until a few years ago, when new China came into being.

During the twenty centuries which have elapsed since the first Emperor's death, Treasure Mountain has remained inviolate, its heart's immense store of jewels and precious metals continuously and successfully guarded by the bones of Shih Hwang-Ti and the bodies of his embalmed favourites arranged in a radiant about the head of his sarcophagus.

DECEIVING THE EVIL SPIRITS.

Although an able and energetic ruler, the emperor was very superstitious, even for his day and his race. He feared no man, and was renowned for his brave deeds, but he lived in great terror of evil spirits, which he believed were pursuing him all through life. One of his subterfuges to avoid these spirits was to go about dressed as a beggar, while he compelled a courtier who looked very much like him to wear the imperial robes.

This was to deceive the evil spirits, who, thinking him a beggar, would spare him and turn their unwelcome attentions to the poor courtier. He also constructed an enormous palace containing 1,000 rooms, and slept in a different room every night, also to throw the spirits off the scent.

It was this superstition, which was responsible for the great tomb and for the treasure placed in it. He believed, as do many Chinese to this day, that his happiness in the future life would depend on the security with which his body was buried and the amount of treasure buried with it.

So while Shih Hwang-Ti was collecting taxes and tribute for the construction of the Great Wall (one of the seven wonders of the world) he was just as energetically collecting treasure for his tomb, and pushing forward the work on it.

Just as the Great Wall, the grand canal and his other enterprises were greater than any the world had ever seen, so was his tomb to be the greatest and the richest in the history of mankind.

How it was built. Soldiers to the number of 700,000 helped to bore down into the mountain, until water was reached, and there in the great excavation a firm foundation was laid, and the sarcophagus placed thereon.

Rare objects and costly jewels, were collected from the palaces and from the various officials, and were carried thither and stored in huge quantities.

Artificers were ordered to construct mechanical crossbows which, if anyone were to enter the tomb, would immediately discharge their arrows.

Candles were made from the fat of the manfish (the walrus), calculated to last 3,000 years.

Naturally no one knows the exact amount of treasure in the tomb, but it is known that the total is enough to stagger the imagination. But in later years historians searching through the provincial records found many items telling of gold and silver and jewels sent from cities as a contribution.

AN INDIAN MERCANTILE MARINE.

It is wholly consistent with Indian aspirations for self-government says the *Times of India*, that India should want not only to be able to defend herself but that she should want to send her products to foreign markets in ships owned and manned by Indians. There will for that reason be lively interest in the proceedings of the committee which has been appointed to consider how an Indian mercantile marine can be created and fostered and how Indians can be trained for life at sea. The very wide terms of reference for the committee should ensure a comprehensive survey of the whole question, but it is to be hoped that the business aspect of it will be kept in mind. Any country can create a mercantile marine if it is prepared to pay for it, and if its citizens are ready to support the project by service as well as by paying taxes for its maintenance. But no country can afford to go on doing that unless there is a good chance of an eventual return in some form or another for the money expended. Possibly that aspect of the matter will be brought out during the debate in the Assembly on the resolution which is to be moved recommending "early legislation with a view to preventing the illegal combination on the part of shipping companies" will require to be worked in some other way. If such combination on the part of shipping companies is illegal there must already be a law to deal with it. So at least it would appear to a layman, yet the resolution has the backing of so many eminent lawyers that we may be certain they will be explicit on the subject of the law if not equally lucid in the phrasing of their motion.

FALSE GOVERNMENT OPIUM LABELS.

FIND ON THE S.S. "SUN NAM HOI."

Chief Preventive Officer Clark and a number of Revenue Officers searched the s.s. *Sun Nam Hoi* at 3 a.m. yesterday on her arrival from Hongmoon. In the assistant comprador's room they found 11.3 tacks of non-Government opium concealed in cigarette tins. In a drawer a discovery of 184 false Government labels was made. Some of the pots of opium had the false labels adhered to them.

Yesterday a man employed by the assistant comprador was charged with the offence. He admitted his guilt, and for being in possession of the opium he was fined \$500 with the alternative of six months' imprisonment with hard labour. For being in possession of the false labels he was sent to prison for six months without the option of a fine.

UNUSUAL MANSLAUGHTER CHARGE.

"AMATEUR DOCTOR'S" MEDICINE PROVES FATAL.

The gardener of the Kowloon Bowling Green, named Lui Chun, who according to his own statement has been carrying on as an amateur doctor for the past 30 years, was charged with manslaughter at the Magistracy, yesterday morning, before Mr. J. R. Wood. The charge preferred against him is to the effect that he administered, or caused to be administered, to a woman called Chan Mui, certain poison or noxious thing contained in pills, whereby the woman was killed, contrary to the provisions of Ordinance No. 2 of 1863.

At appears that the defendant was approached by some friends of the deceased who asked him to supply them with medicine to cure a girl who was suffering from a certain disease. He supplied a number of pills on February 20th and the deceased acted according to instructions for three or four days when she became worse and died on March 18th. His Worship remanded the case until Monday morning.

A CHINESE PROFESSOR OF CHESS.

PLAYING AGAINST A CROWD.

When charged with causing an obstruction in the street, a Chinese told Mr. Lindsell that he was a professor of chess. Explaining the charge, Sgt. Elston said the obstruction was caused by the defendant placing 32 chess boards in the roadway and carrying on games of chess with the people in the street. When the Sergeant arrived on the scene no less than four of the boards were being played upon, while about 40 people gathered round. The defendant's plan of action, according to the police, was to let his opponents win the first few games and then after fixing high stakes beat them easily, thus claiming the stakes.

Mr. Lindsell imposed a fine of \$3.

THE CHINA SPECIE BANK.

ABLE TO PAY CREDITORS BUT SHAREHOLDERS TO LOSE.

A meeting of the creditors of the China Specie Bank, against which an order for winding up was recently made in the Supreme Court, was held yesterday morning.

The proceedings were conducted by the Official Receiver (Mr. G. N. Orme), and lasted for less than ten minutes. Mr. Orme stated that the total liabilities of the Bank, as declared by the balance sheet, amounted to \$1,623,000, including \$583,300 capital. The assets according to the books were \$1,369,000, but Mr. J. H. Scott, who had taken over management since the winding-up, said that the value of the assets realisable was probably a good deal less. He estimated them to be worth about \$1,100,000 only. There would, in all probability, be enough to pay the creditors, but the shareholders would lose their money.

On the suggestion of Mr. Orme, the meeting was adjourned till Thursday, April 19th, when creditors will be able to make any suggestions.

In view of the importance of cheap travelling facilities as a factor in the solution of the housing problem, the Housing Committee of the London County Council recommend that representations should be made by the Council to the railway companies and the Railway Rates Tribunal with the object of securing such reductions as are possible on the London railways.

NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from Marseilles, &c., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after the 24th inst., at Noon, will be subject to rest and landing charges.

All claims must be sent in to me on or before the 28th inst., or they will not be recognised.

All damaged packages will be examined on Saturday, the 24th inst., at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENTUSBER.
 Acting Agent.
 Hongkong, 18th March, 1933. [572]

NOTICE TO CONSIGNEES

FROM NEW YORK AND YOKOHAMA.

THE S.S. "CELTIC PRINCE"

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 24th March, at 10 a.m.

All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 28th March, will be subject to rest.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 81, George's Building, Hongkong, 20th March, 1933. [573]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "REYNOLDS"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rest.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th April, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents, Hongkong, 17th March, 1933. [556]

Shining eyes and glossy curls.

—of your little boy or girl.

that will not forever stay

capture in pictures TO-DAY

We have the secret

of an outfit you

want. Let us

show it to you.

TACK & Co.

26, Des Voeux Road, Central.

DAIRY FARM NEWS

Just Received.

"GUILLAUME TELL"

(SWISS)

GRUYERE CHEESE.

80 Cents Per lb.

CORRESPONDENCE

A CORRECTION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I agree with you that, restrained by a sense of propriety, the writer of the belated note sent you did not inform you that I was the mover and seconder of the resolutions at the public meeting on the Housing Problem on Monday last. I did not notice the initials "A.D." in your report of the proceedings, but, had I done so, I would have sent you the correction immediately.—Yours faithfully,
J. C. BARRETTO.

Hongkong, March 23rd, 1928.

PEAK TRAMS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—How any responsible person can make the statement attributed to the Acting Colonial Secretary in yesterday's interview to the effect that "most of the people who lived on the Peak were possessors of motor cars" passes my comprehension.

This statement was put forward as an argument against the construction of another Peak tramway, but had this official been on the lower tramway terminus yesterday between the hours of 12.30 p.m. and 1.30 p.m. he would, I think, have had reason to change his opinion as to the desirability of an additional tramway.

The new road to the Peak is no doubt useful in the event of a general strike or upon the temporary stoppage of the Peak Tramway, as a make-shift, but as a means by which the average Peak resident may regularly be transferred from the higher to the lower levels and vice versa, whether upon business or pleasure bent, it is absolutely useless.—Yours truly,
PEAKITE.

Hongkong, March 23rd, 1928.

THE OLD CAFE WISEMAN SITE.

A MILLION DOLLAR PURCHASE.

NEW COMPANY'S PLANS.

The prospectus is published in our advertisement column to-day of a company which has been incorporated in Hongkong with the object of purchasing the old Cafe Wiseman site in Des Voeux Road Central, from Messrs. Lane, Crawford, Limited, and erecting thereon a seven-story block of buildings the basement of which will be suitable for the accommodation of shops and shops, the upper stories to be let as offices.

We understand that Messrs. Lane, Crawford, Ltd., are to take in the new building an area of about double the capacity of their present premises. This accommodation will be situated on the ground floor, first floor and basement, and they expect to enter into occupation by the end of 1928.

The new Company is designated the Hongkong Realty and Trust Company, Ltd. Its capital is to be \$2,000,000. The Company is prepared to pay \$1,000,000 for the site. Half the shares have been already subscribed by the Directors and their friends, and of the remainder 30,000 are to be allotted to Messrs. Lane, Crawford, Ltd., to be credited as fully paid up shares, and the remaining 70,000 shares are offered for public subscription. The shares are of the value of \$10 each; \$2.50 is to be paid on application and the balance when called for. The directors are: Mr. J. Scott Harston, the Hon. Mr. Chow Shou Son, Mr. J. H. Taggart, the Rev. Father Robert, Mr. A. R. Lowe, Mr. F. M. L. Crawford, Mr. Fung Tat Hang and Mr. Peter Kingston Kwok. The subscription list opens to-day. Full details will be found in the Prospectus published in another column.

SMALL STEAMER SOLD BY AUCTION.

The s.s. *Hei Shu Maru*, a small wooden steamship having a length of 191 feet and a breadth of 37 feet, was sold by public auction yesterday, by Mr. Barry, of Messrs. Hargreave and Hough. Bidding was commenced at \$3,000 and rose to \$7,000 by 11.00 a.m. Then followed bids of \$800 and eventually the ship was knocked down to a representative of the Kwong Tung Mining Company, of No. 9, Lee Yuen Street, West, for the sum of \$20,000. The steamer is at present lying at anchor off Yau Ma Tei. She has a speed of eight and a half knots per hour.

ROYAL ARTILLERY SPORTS.

KEEN RACING AND GLORIOUS SUNSHINE.

The annual athletic meeting of the Royal Artillery was commenced on the United Services Recreation ground, Kowloon, on Thursday, and completed yesterday. The event was favoured on both days with brilliant sunshine, and the affair passed off very successfully. About half of the events were devoted to Indian troops, and the other half to British. The sport on both days was keen, and some excellent racing was witnessed. The cup for the best athlete of the meet was awarded to Bombardier Smith, winner of the mile flat race for soldiers of the Royal Artillery, the quarter mile flat race, and the half mile flat race, gaining twenty points on the two days' racing.

Perhaps the most interesting race yesterday was the Khud race for Indians. The Khud race was run over the hill known as Hill Twelve, which lies just behind the sports ground. The surface is hard and rocky and only men used to hill country, and most of these men are from a hill country, could have assayed the task. The winner was Amrik Singh, and he accomplished the distance, well over two miles, in less than ten minutes. He was followed by Jam Mudd, and Jagut Singh. Keen interest was also taken in the company relay race which was won by Company 83, second being Company 94. The final in the tag-of-war was won by Company 88 with comparative ease. The mile flat race open to men of the Navy, the European Garrison, the Police Force, and British residents was won by Stoker Bell of the Submarines, who was the victor in the same event at the King's Regimental sports which were held at Happy Valley recently.

At the conclusion of the races the prizes were distributed by Mrs. Bingham, wife of Capt. Bingham.

The officials were as follows:—

PRESIDENT—Lieut. Colonel W. O. S. Sanders, D.S.O., R.G.A.
JUDGES—Lieut. Colonel W. O. S. Sanders, D.S.O., R.G.A.; Major P. Rastleigh, R.G.A.; Major A. L. Cruickshank, D.S.O., R.G.A.; Major E. C. Halford, R.G.A.; Capt. G. Barrett, R.G.A.; Subadar-Major Bhan Singh, H.K.S., R.G.A.

STARTERS—Capt. C. J. F. Bensley, R.G.A.; Capt. G. D. Meredith, R.G.A.; Jemadar Piran Ditta, D.C.M.

STEWARDS—Mr. Gr. T. R. Hall, Mr. Gr. G. Taylor, B.S.M. Rogers, R.S.M. Cook, O.S.M. S. H. Davies, Sgt. R. Watson.

RECORDERS—Lieut. A. W. Allcock, R.G.A.; Sgt. Major (A.C.) A. Gillard, Staff-Sgt. (A.C.) A. E. James.

TIME-KEEPERS—Lieut. (D.O.) J. A. Chester, R.G.A.; Q.M.S. (I.G.) L. C. Harmon.

Whilst, of course, most of the prizes were provided out of the Regimental sports funds, a large number were donated by officers. The cup for the best athlete of the meeting was presented by officers of the Royal Artillery, whilst the donors of other cups were: Captain G. Barrett, Captain C. O. Oliver, Captain C. J. F. Bensley, and Lieut. Colonel W. O. S. Sanders.

The result of the British events were as follows:—

Putting the shot.—1st, Gunner Reddick; 2nd, Bombardier Barton; 3rd, Gunner Hill.

High jump.—1st, Sergt. Shipley; 2nd, Gunner Hill; 3rd, Bombardier Veale.

Throwing the cricket ball.—1st, Gunner Poulton; 2nd, Gunner Morris; 3rd, Gunner Green.

Sack race.—1st, Bombardier Barton; 2nd, Gunner Robson; 3rd, Gunner Manser.

Long jump.—1st, Bombardier Veale; 2nd, Sergt. Shipley; 3rd, Gunner Buckley.

Quarter mile flat race.—1st, Lance-Bombardier Smith; 2nd, Gunner Green; 3rd, Sergt. Shipley.

220 yards flat race.—1st, Gunner Buckley; 2nd, Gunner Lelliott; 3rd, Gunner Brady.

One mile, R.A.—1st, Lance-Bombardier Smith; 2nd, Gunner Knowle; 3rd, Lance-Bombardier Elvin.

Boat race.—Gunner Hill's crew.

100 yards flat race.—1st, Gunner Lelliott; 2nd, Gunner Brady; 3rd, Gunner Buckley.

Boys' race, handicap, 80 yards.—1st, D. Byrne; 2nd, J. Byrne; 3rd, A. McKay.

Half mile flat race.—1st, Bombardier Smith; 2nd, Gunner Manser; 3rd, Sergt. Shipley.

Girls' race, handicap, 80 yards.—1st, Miss P. Phillips; 2nd, Miss R. Williams; 3rd, Miss C. Han.

150 yards hurdles.—1st, Gunner Cousins; 2nd, Gunner Lelliott; 3rd, Gunner Buckley.

Threading the needle.—Mrs. Phillips.

Box race.—1st, Gunner Shaw; 2nd, Gunner Frampton; 3rd, Gunner Cousins.

Open mile flat race, Open to Royal Navy, European Garrison, H.K.V.D.C., H.K. Police, and British residents.—1st, Stoker Bell; 2nd, Mr. Mair; 3rd, Gunner Knowle.

W.O.'s and Staff-Sergeants and Sergeants' race.—Sergt. Major Rogers.

Obstacle race.—1st, Gunner Knox; 2nd, Gunner Cousins; 3rd, Trumpeter Collier.

Egg and Spoon race.—Mrs. Tribe.

Officers' race (open), 100 yards handicap, one yard start.—Sgt. Barrett.

Every year of service over twenty-five years of age.—1st, Capt. Barrett.

Relay race, British.—1st, Company 83; 2nd, Company 94.

Badminton handicap, 50 yards.—1st, Bombardier Peters; 2nd, Bombardier Golliver; 3rd, Bombardier Bowker.

Tug-of-war, British.—1st, Company 84.

SPORT.

FOOTBALL.

TO-DAY'S MATCHES.

HONGKONG LEAGUE.

Division I.

Kick-off at 4.30 p.m.

King's Regt. v. R.G.A., Sookunpoo ground. Referee: Mr. Wright.

Hongkong Club v. South China, Hongkong Club ground. Referee: Mr. Hollands.

H.M.S. *Ambrose* v. H.M.S. *Titanic*, Navy "A" ground. Referee: Mr. Williams.

Division II.

Kick off at 3 p.m.

H.M.S. *Marston* v. H.M.S. *Titanic*, Navy "A" ground. Referee: Mr. Fairburn.

St. Joseph's v. R.G.A., St. Joseph's ground. Referee: Mr. Fairburn.

On the Garrison ground the military team play their return match in the league. Two weeks ago these teams played in the semi-final of the Challenge Shield when the King's won by three goals to one. With their usual side out, the King's should win to-day.

What is always considered a good game on the Club ground is the game between South China and the Club. To-day these teams will play their return league match and as Begg and Forsyth should be out for the first time since the Interport match, a good game should be seen with the home Club winning. South China are playing up to their usual standard just now and they invariably lose against the home team when playing on the Club ground.

The game between the submarine depot ships on the Navy "A" ground should attract a good number of sailors. A win for the *Ambrose* will give them the runners-up position for the season. The *Titanic* will give them a good run and with their share of luck may take a point.

Two games are to be played in the junior league but neither have a bearing on the league. H.M.S. *Hawkins* has left for Japan. The team from this ship are the runners-up in the junior division, the King's Reserves having won the Championship.

The *Marston* complete their fixtures to-day with a match against the *Titanic* and a very even game should be seen.

HONGKONG F.C. v. SOUTH CHINA A.C.

The following team will represent the Club in their league match with the South China Athletic Club to-day at 4.30 p.m.: McPhail; Israel and Bishop; Valentine, J. Stewart and Mair; May, Forsyth, Begg, W. Stewart and England.

H.K.F.A. MEETING.

A meeting of the H.K.F.A. was held at Victoria Barracks last evening. The following business was conducted:—

Approval was given to the Garrison to play a Charity match, Army v. South China at Sookunpoo on Easter Monday.

The Captain of the *Titanic* team was censured for leaving the field with three other players in their match with Kowloon on the 10th inst., owing to an appeal against the referee's decision being ignored.

The remaining fixtures in the Hongkong League with the Police, *Hawkins* and *Durban* were cancelled and points awarded to their opponents.

The date for the shield finals was fixed for Saturday, March 24th, and to be played on the Club ground. Service men in uniform, uncovered stands, 30 cents.

South China A.C. were given permission to play a match on Saturday, April 21st, to provide funds to assist in sending the South China football team to Japan in May. A team will be chosen from the rest of the league to oppose them.

It was decided that the final games in the league, and the presentation of trophies and medals should take place on Saturday, April 14th, and that the H.K.F.A. be asked permission to use their ground and stand. The charges for admission were made the same as for the shield finals.

During the meeting the Hon. Secretary read a letter from the Shanghai F.A. thanking Hongkong for the hospitality shown to the Shanghai players during their recent visit, also hoping that a team will be sent to Shanghai during next season.

The H.K.F.A. were thanked by Mr. Tyndesley (Army) and Mr. Wong Hui Wan (South China) for the medals received by their players during the recent visit of the Shanghai team.

CRICKET.

K.C.C. 2nd XI. v. UNIVERSITY.

The following will represent the K.C.C. at Kowloon, to-day (2.15 p.m.):—E. J. Edward, H. Overly, N. L. Raiton, W. J. Shenton, L. A. R. Duncan, W. L. Weaver, B. Petheram, H. H. Benson, E. F. Spinks, J. M. Jack and J. C. Fletcher.

THE KENNEDY TOWN MURDER.

PRISONERS COMMITTED FOR TRIAL.

The Magisterial hearing of the Kennedy Town Praya murder case was concluded yesterday and the two prisoners, who are charged with the murder of Leung Sam-mui, a female knitting operative, on February 9th, by shooting her with a revolver, was concluded yesterday afternoon, the Magistrate (Mr. J. R. Wood) committing both men to the Criminal Sessions for trial.

The prisoners were also charged with armed robbery at No. 46, Kennedy Town Praya, where the murdered woman was living and with unlawfully having in their possession a revolver. Both men deny the charge.

One of the most important witnesses for the Crown has been the mistress of the flat. During the hearing on the previous day she was asked if she identified the first prisoner who is said to have been employed in the house as a servant boy. The mistress has only one eye and hesitated before identifying the man.

When asked yesterday if he wished to make a statement, this man admitted stealing the articles of clothing produced. The murdered woman, he said, was not killed by him. On the previous day the mistress had been asked to identify him. She looked at him for a quarter-of-an-hour and he looked at her. She failed to identify him. The revolver was not found on his person.

The second defendant told the Court he was a coolie in Holland Street the first prisoner engaged him to move something. In the house the first prisoner produced a revolver and threatened him. In the room the same man asked him to tie up the mistress of the house. He then walked out of the room and whilst standing on the landing he heard the report of firearms. He took no part in the murder, nor did he remove any of the stolen articles.

The two men were then committed.

TRAFFIC INSPECTOR TO RETIRE.

INSPECTOR GARROD ORDERED HOME.

We learn that Traffic Inspector Garrod, a member of the Hongkong Police Force, well-known to motorists, is retiring on pension and proceeding Home by the s.s. *Dongola*, due to sail from Hongkong on April 4th. Inspector Garrod was due to leave for Home on pension in June of this year, but we regret to learn that his earlier departure is due to considerations of health, and on medical advice.

Traffic Inspector Garrod has held his present position for about eight years and altogether he has served over 25 years with the Hongkong Police. We understand that the vacancy caused by Inspector Garrod's retirement is to be filled by Divisional Inspector W. Kent, now in charge of No. 7 Police Station.

THE TENNIS TOURNAMENT.

SOME SURPRISING RESULTS.

A feature of yesterday's matches played off in connection with Hongkong Cricket Club Annual Tournament was the surprising defeat of S. A. and A. N. Rumjahn by M. P. Lo and Thomas Lay by three straight sets in the Championship Doubles.

Another surprise win was that of Henderson and Brerley over S. E. and D. S. Green of Kowloon in the Handicap Doubles. They won in two straight sets and the ex-champion and his son did not win one game.

Results:—

OPEN CHAMPIONSHIP DOUBLES.

First Round.—F. E. Wheeler and C. E. Millard beat C. C. Stark and T. G. Bennett, 2-6, 6-3, 6-1, 6-3; M. P. Lo and Thomas Lay beat S. A. and A. N. Rumjahn, 6-2, 6-4, 6-3; W. B. Roberts and R. E. Lindsell beat E. de Souza and R. Prata, 6-2, 6-3, 4-6, 6-4.

HANDICAP SINGLES "A."

Second Round.—B. H. Wild (13/6) beat J. R. Lloyd (13/6), 6-7, 6-3.

HANDICAP SINGLES "B."

First Round.—W. G. Kennerly (13/6) beat A. K. Mackenzie (2/6), 7-5, 6-4. Second Round.—W. J. Currie (14/6) beat F. H. Phillips (scr.), 6-3, 6-1.

HANDICAP DOUBLES.

First Round.—R. M. Henderson and A. Brerley (1/6) beat S. E. and D. S. Green (12/6), 6-0, 6-0.

MIXED SINGLES.

First Round.—H. E. Grace and Miss Duff (15/6) beat G. Lambart and Mrs. Tarrant (14/6), 4-6, 6-3, 8-6.

SPORTSWEAR FOR THE HOLIDAYS



FINE QUALITY WHITE FLANNEL TROUSERS.

LONDON CUT AND TAILORED

\$16.50 PAIR.

JAEGER COAT SWEATERS IN PLAIN WHITE COB WITH COLOURED BORDER.

\$20.00 AND \$23.50.



GOLF HOSE AND KHAKE SHORTS.

LANE, CRAWFORD, LTD.

LANE, CRAWFORD, LIMITED.

EST. 1850.

SHIPCHANDLERY DEPT.

COMPLETE SHIPS' OUTFITS.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

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STRIPED SILK DRESSES

IN THE WELL KNOWN

"JAPSHAN" AND "CELES"

FABRICS

AN IDEAL WASHING MATERIAL.

CHILDREN'S PRETTY HATS TRIMMED

AND

SEMI-TRIMMED.

NEW ADVERTISEMENTS

EDUCATION DEPARTMENT.
TEMPORARY ASSISTANT TEACHERS
 (European) are required at once. Applications, with particulars of Qualifications and Experience, and copies of Testimonials should be addressed to—
THE HON. DIRECTOR OF EDUCATION,
 Education Department.
 [592]

HONGKONG REALTY AND TRUST COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the above named Company is issuing a Prospectus dated the 23rd day of MARCH, 1923, a copy of which has been filed with the Registrar of Companies, inviting Subscriptions at par for 75,000 Shares of \$10 each payable as to \$2.50 per share on application and as to the balance on subsequent demand and as to when further Capital is required.
 The Subscription List is now open and will be closed on or before the 31st day of MARCH, 1923.
 Copies of the Prospectus and Forms of Application can be obtained from the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, and from the Temporary Offices of the Company in POWELL'S BUILDING (Second Floor), Des Vaux Road Central, Hongkong.
 This Notice is not to be regarded as an invitation to the Public to subscribe for Shares and Applications will only be received on the footing of the full Prospectus and in the Form issued therewith.
 Dated the 24th day of March, 1923.
T. A. BARRY,
 Powell's Building,
 Hongkong,
 Secretary pro. tem.
 [593]

THE 9th ANNUAL PIANOFORTE RECITAL
 of
PROF. DANENBERG'S PUPILS
 will be held on
WEDNESDAY, 4th APRIL
 at the
ST. ANDREW'S HALL, CITY HALL,
 at 5.15 P.M. SHARP.
 Tickets obtainable at all Music Stores at \$1.00.
 [597]

NOTICE TO CONSIGNEES. OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PHILOTTES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 24th March.
 Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.
 All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
 No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered, after the 30th March, will be subject to rent.
 All claims against the steamer must be presented to the undersigned on or before the 15th April, or they will not be recognized.
 No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 23rd March, 1923. [601]

DANCING.
PALACE HOTEL, KOWLOON.
 The Popular
JAZZ QUARTET
 of
H.M.S. Titania
 Will play at the above Hotel on SATURDAY, 24th, Dancing 9 p.m.
 [593]

HONGKONG GENERAL CHAMBER OF COMMERCE

THE ANNUAL MEETING OF THE MEMBERS OF THE HONGKONG GENERAL CHAMBER OF COMMERCE will be held on THURSDAY, MARCH 29th, 1923, at 4 o'clock precisely, in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, for the following purposes—
 1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1922.
 2. To elect a New Committee.
 3. To transact any General Business.
 By Order,
D. K. BLAIR,
 Secretary.
 Hongkong, 19th March, 1923. [595]

BUYING AGENCY

LONDON CHEMICAL AND GENERAL ENGINEERS. World-wide connection, established over 30 years open accept additional First Class Buying Agency or act as London Agents, Buying, Inspection, Supervision under-stand. Correspondence invited. Write Box 269, c/o The Hongkong Daily Press Office, 10A, Des Vaux Road Central, Hongkong.

INTIMATIONS

NOTICE. THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, 2, QUEEN'S BUILDINGS, HONGKONG, on MONDAY, the 26th MARCH, 1923, at Noon, for consideration of THE DIRECTORS' REPORT AND STATEMENT OF ACCOUNTS for the year ending 31st December, 1922.
 The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 17th to the 26th March, 1923 (both days inclusive), by Order of the Board of Directors.
R. M. DYER,
 Chief Manager.
 Hongkong, 15th March, 1923. [584]

HONGKONG CLUB. NOTICE.

THE THIRTY-SEVENTH YEARLY GENERAL MEETING OF THE MEMBERS OF THE HONGKONG CLUB will be held in the Club House on MONDAY, the 26th MARCH, 1923, at 5.30 p.m.
 By Order,
A. H. ABBAS,
 Secretary.
 Hongkong, 15th March, 1923. [585]

CHINA SUGAR REFINING CO. NOTICE.

THE FORTY-FIFTH ORDINARY MEETING OF THE SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, PROVER STREET, on TUESDAY, the 27th MARCH, at 11.30 a.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1922.
 The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th March, both days inclusive.
JARDINE, MATHESON & CO., LTD.,
 General Agents.
 Hongkong, 8th March, 1923. [514]

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.
THE FIFTY-FOURTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned on TUESDAY, the 27th MARCH, 1923, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts for the year ended the 31st December, 1922.
 The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 13th to the 27th March, 1923, both days inclusive.
JARDINE, MATHESON & CO., LTD.,
 General Managers.
 HONGKONG FIRE INSURANCE CO., LTD.
 Hongkong, 8th March, 1923. [508]

NOTICE. BRITISH LEGION (HONGKONG & CHINA BRANCH).

THE SECOND ANNUAL GENERAL MEETING will be held in the City Hall, Hongkong, on TUESDAY, 27th MARCH, 1923, at 5.30 p.m., for the purpose of receiving the Report and Accounts for the year 1922, and of electing Officers and other Members of the Committee for the ensuing year, and of appointing Honorary Auditors, and of dealing with any other business.
 By order of the General Committee,
H. K. HOLMES,
 Hon. Secretary.
 [581]

MACHINERY FOR SALE BY TENDER. ON VIEW AT H.M. NAVAL YARD, WEL-HAI-WEI FROM 12th MARCH, 1923.

GREEN'S Emergency Cypels, Air Compressor, 450 H.P. Compound Surface Condensing Steam Engines, 6 inch. Cylinders, 8 inch and 8 1/2 inch Gap. Lathes, Drilling, Tapping and Boring, Planing and Shearing, Boring, Planing, Shaping, and Slotting Machines, Plate Bending and Rolling Machine, Emery Grinder, 2 Normandy Distilling Plants, 2 Lancashire Boilers.
 Forms of Tender giving full description of the above Machinery may be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, Hongkong.
 Latest Date for receipt of Tenders, Noon 16th APRIL 1923. [568]

ISSUE OF 5% FRENCH TREASURY BONDS.

Prices of Issue Frs. 99 for Frs. 100 of FACE VALUE.
FREE OF TAXES.
NO PRIZES.
 BONDS OF Frs. 500 AND Frs. 5,000 EACH.
REPAYABLE (at Holder's Option), as follows:
 On the 8th of December, 1925 at par.
 On the 8th of December, 1927 for Frs. 102.
 On the 8th of December, 1929 for Frs. 108.
 Coupons payable on the 8th of June and 8th of December of each year.
 Last Coupon paid in full on the 8th of June, 1923.
 Payable EITHER in cash, OR by Remittance of 1923 Treasury Bonds due 8th June, 1923.
 Subscription List will be closed on the 4th of April, 1923.
 Applications will be received by THE BANQUE DE L'INDO-CHINE, Prince's Building, Chater Road, V. MARBOT, Manager.
 Hongkong, 6th March, 1923. [495]

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE FIRST GYMKHANA is fixed for SATURDAY, APRIL 7th, 1923. Draft Programme and Entry Form may be obtained at the RACE COURSE, HONGKONG CUTS and CAUSEWAY BAY STABLES. Entries Close Saturday, 24th March, 1923. [583]

INTERNATIONAL TRADE DEVELOPER, LTD.

WALL Clients please send Copy for 1923/24 ANNUAL? Back Page of Annual is still Open for Acceptance. Apply—S. Des Vaux Road. [495]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on THURSDAY, the 26th MARCH, 1923, commencing at 3.45 p.m., at No. 50A, NATHAN ROAD (TOP FLOOR).

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising—
 Teak Hat Stand, Chesterfield Couch, Chesterfield Arm Chairs with Covers, Teak Extension Dining Table, Chairs, Book Case, Flower Stand, Glass Ware, Crockery, etc., etc.
 Teak Twin with Bevelled Mirror, Teak Wardrobe with Bevelled Mirror Door, Marble Top Washing Stand, Carpets, etc., etc.
 One Columbia Gramophone.
 One Lot of Records.
 One Electric Coffee Machine.
 One Electric Kettle.
 On View from Wednesday, the 28th March, 1923.
 Catalogues will be issued.
 Terms—Cash on delivery.
LAMBERT BROS.,
 Auctioneers.
 [596]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on WEDNESDAY, the 11th APRIL, 1923, commencing at 3 p.m., at their Sales Room, Duddell Street.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery capable of producing 100,000 (One hundred thousand) pieces 20-cent (Twenty cent) coins or 200,000 (Two hundred thousand) pieces 10-cent (Ten cent) coins per working day of 10 hours.
 (Further particulars and inspection orders may be obtained from Messrs. GILMAN & CO., Ltd., or the Undersigned).
 Terms—50% of Purchase Money to be paid on Fall of Hammer. Balance to be paid within two weeks of day of sale.
LAMBERT BROTHERS,
 Auctioneers.
 [523]

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY

No. 13 WING HING STREET, VICTORIA, HONGKONG.
 To be Sold by Order of the Mortgagee By
PUBLIC AUCTION,
 IN ONE LOT
 On
MONDAY,
 The 14th DAY OF MAY, 1923, at 3 o'clock P.M.
 By
Messrs. LAMBERT BROTHERS
 At Their Office, Duddell Street.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuage erections or buildings thereon now known as No. 13 Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 70 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 GORDON STREET.
 Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
 Solicitors,
 8, Des Vaux Road Central,
 and
Messrs. LAMBERT BROTHERS
 Auctioneers.
 [597]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.
 Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.
 [169]

TO LET.

SEVEN-ROOMED Detached HOUSE with Tennis Lawn and Garage for Two Cars.
 Apply to—
PERCY SMITH, SEITH & FLEMING.
 [594]

TO LET.

TWO OFFICE ROOMS, Top Floor, 6 Queen's Road Central.
 Apply
GANDE, PRICE & CO., LTD.
 [300]

TO LET.

UNFURNISHED, No. 144A, THE PEAK near the Barker Road Tram Station—8 Rooms for 9 months, \$250 Per Month.
 For particulars apply to
DENISON RAM & GIBBS.
 8th February, 1923. [355]

INTIMATION

BURNETT'S

FINEST LONDON

DRY GIN

Unique in Character and Flavour.

GIVES THAT DISTINCTIVE EXCELLENCE TO A COCKTAIL.

BURNETT'S Gin was a household word in London before most of the men

who fought in the big war were born—AND STILL IS!

SOLE IMPORTERS:
A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

HONGKONG OFFICE: 10A, DES VAUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 24th, 1923.

GOVERNMENT AND THE HOUSING QUESTION.

From the interesting interview with the Hon. Mr. A. G. M. FLETCHER published in yesterday's *Daily Press* it is to be gathered that the Government is doing all they know to solve the housing problem. They have "found a solution," and have been working on it for many years past. The Government realise, as well as any one else, the necessity of housing the working classes, and are working as fast as possible developing and reclaiming land on both sides of the harbour for building purposes; and doing everything possible to encourage private enterprise and get people to build. A great obstacle to more rapid development, Mr. Fletcher says, is that there is not enough skilled labour available. It need scarcely be said that the public organisations responsible for the drafting of the resolutions which were passed by the public meeting last Monday were well aware of what is being done by the Government, and aware also of the restricted supply of skilled labour which tends to enhance the cost of building, but the general public is not satisfied that all is being done that might be done either to open up building areas or to increase the supply of skilled labour at present restricted by the labour guilds—and for that reason the public meeting asked for the appointment of a Commission of Inquiry, which it is hoped the Government will appoint and so invite suggestions which should be of material assistance to the Government in the furtherance of the laudable object they have in view.

The Government's concern, Mr. Fletcher says, is to see that the working classes and the class of Europeans whose earnings are from \$250 up to, say, about \$450 a month are decently housed at moderate rentals. The difficulty, those Europeans have to see how the schemes

the Government at present has in hand are furthering this object. The levelling operations which are going on at Kowloon Tong to form a site for the erection of a garden city consisting of between 200 and 300 houses is admittedly a desirable enterprise, but its direct benefits are out of the reach of the low-salaried European. This scheme, by the way, is described as "a child of the Government." It would be more correct to describe it as "the adopted child of the Government," for we have a clear recollection of this scheme being planned—or perhaps it would be more correct to say roughly outlined—by a private individual years before the Government gave to it the light of its countenance. However, the fact that the Government has adopted it since the Housing shortage became so acute encourages us to hope that some day—we hope before long—the scheme for the development of the Southern side of the island with access by tramway over Wongneichong Gap may likewise become "a child of the Government." The more such "children" the better.

Appropos of the official solicitude for the low-salaried European residents, whom the Government wish to see decently housed at moderate rentals, it is obvious that the Kowloon Tong scheme does not greatly help. Europeans with salaries below \$450 are not likely to have the money necessary to build houses for themselves in Kowloon Tong. As a matter of fact, we understand that the prospective builders of houses in the garden city are mainly Chinese. Of course, the dwellings these Chinese vacate when they enter into occupation of their new homes will be available for others, but we have frequently heard it said that if only there were houses available a much greater number of wealthy Chinese would be coming into the Colony from the mainland where the conditions are so insecure. On the island we find the Government strongly inclined to reserve the Peak for residents who can afford to keep motor-cars. The Government have provided a motor road to the Peak: what need is there of another tramway? That is one of the arguments now advanced against the provision of a tramway up Wanchai Gap. Another is that the Government are of opinion that there is not a sufficient demand for it. It is considerations such as these that are largely responsible for the present housing problem. The promoter of the existing tramway did not wait until there was a sufficient demand for it; he foresaw probable developments and constructed it when there were very few houses on the Peak, but did not have long to wait before he saw his confidence abundantly justified. To-day it is obvious that another line to the Peak is very badly needed, and when the Government some four years ago brought forward a scheme for constructing a line up Wanchai Gap it instantly led to inquiries for sites in the neighbourhood of the proposed terminus. We fancy the Colonial Secretary's recollection is at fault when he spoke of \$150,000 voted by the Legislative Council was for the purpose of preparing plans, etc. It was generally understood that this considerable sum of the money was needed, not for preparation of plans, which was done by one of the Government engineers, but for the "etcetera"—the important work of making the track. The money, of course, was not spent, and a reason now given for further postponing this project is that the Government is not out to help "the taipans and the comparatively wealthy people on the Peak." But it is not an overwhelming proportion of residents on the Peak who can afford to keep motor-cars, or would wish to do so if they could, having regard to the inconvenience which would be imposed on so many cases by having to put the cars in a central garage, probably some distance from their homes. There is a very real and perfectly obvious need for the tramline, and the Government is making a grave mistake if it seeks to preserve the Peak as a close preserve for the wealthiest European residents. If the cost of living on the Peak level is beyond the purse of the low-salaried men who are stated to be the special concern of the Government, there is a very large class between the \$450-a-month men and the wealthy taipan running his own motor-car who are greatly inconvenienced by the present inadequate facilities for getting to and from their homes, and who feel the need of increased transport facilities. Of course, it would be a great advantage to have the city terminus of the new line somewhere nearer the heart of the city than Wanchai, but if we are to wait for this line until the military establishments are transferred, there will clearly be no hope of seeing it constructed within the next five years at the least.

Coming back to the subject of helping the small man, evidence of the Government's concern is clearly not to be seen in the construction of roads on the Peak, nor, we imagine, in the making of the very costly road to Shek-O. It is equally hard to discern it in the provision of costly residences on the Peak for senior Government officials, for whom provisions were made with the ostensible object of enabling them to vacate, for the benefit of the general public, the houses they were formerly occupying. These houses were not within the reach of either of the classes who are apparently now the Government's only concern. At Kowloon, there is no sign of work on the promised tramway system, but it will be hoped that the small sum of \$10,000 voted in the estimates for the purpose this year will not be overlooked, or indefinitely "saved," like the larger vote for the Wanchai Gap tramway. It cannot be over emphasised that the need is for the mapping out of large areas for building purposes and the provision of cheap and easy means of access to the sites well in advance of the demand, which experience has clearly shown always follows this provision. It was the tramline that made the Peak a residential area, and the Government motor road to the Peak has created a good demand for building sites along it, especially on its lower sections because these are the most accessible. The Government did not wait for the "demand" before deciding to provide the road. If the Government is concerned for the comfort of the lower salaried Europeans this conviction cannot be escaped that that object will be best secured by the extension of the principle of European residential reservation. Without this we doubt if the problem will ever be successfully solved in this Colony in which there is a constant influx of affluent Chinese from the mainland on the look out for "desirable residences" wherever they may be found.

Mrs. B. Monteith Webb and Miss A. Square left yesterday by the *President Madison*.

Dr. John Rigby, M.B., Ch.B. (Manchester University), is joining Dr. F. M. Gracia Ozorio as partner.

A Typhoon is reported by the Manila Observatory in about 145deg. Long. E. 10deg. Lat. N., direction unknown.

Mr. de Busen, from the British Consulate at Manila is succeeding Mr. C. H. Archer as Vice-Consul at Da ran.

It will be observed from the advertisement appearing to-day that the Masked Carnival Dinner Dance at the Hongkong Hotel has been postponed till Saturday, April 7th.

Ice boat sailing has been a feature on the Yalu this winter. Captain Larsen has proved that ice-boat sailing on the Yalu is practicable. He has taken his boat fifty miles an hour "perfect tacking navigation."

An Evening Dance has been arranged and will take place at the Helena May Institute on April 25th, at 8.30 p.m. Tickets (for members and their friends) obtainable from the Secretary, \$1 each. Dancing till 11.30 p.m.—Advt.

Estate agents generally approve the majority report of the Rent Restriction Act Committee, and assert that it should prove a boon to the house-hunter. The minority report is described by one estate agent as "perfectly absurd."

A pleasing little function took place in the Customs Club on Saturday, the 17th inst., when the Foreign Outdoor Staff met to wish their Chief and genial Tidewater and Harbourmaster, Mr. C. S. C. Davies *bon voyage* upon his departure for home at twelve months' leave. Mr. R. A. Olsen, the Chief Appraiser, presented Mr. Davies on behalf of his colleagues with a gold watch suitably inscribed, and Mrs. Davies with a handsome silver vanity bag. Mr. Davies in acknowledging these tokens of kindly feeling thanked the staff for their loyalty and co-operation and expressed a hope that upon his return he would be enabled to meet them all in the port of Swatow again. His health was drunk with musical honours and a very pleasant dance terminated the evening, with Mr. O. Hall in excellent form at the piano.

The fire alarm bell rang about 10 o'clock at the Central Fire and Police Stations yesterday. The Brigade hastened to No. 46, Bonham Strand East, and a number of police were despatched there from the Central Station. On arrival it was found that some tar on the roof of the Kwong Hop Yuen firm, which is under repair, had become ignited. Dense clouds of smoke were being thrown off by the burning tar. But it looked more serious than it really was. Within a few minutes of their arrival the Brigade had extinguished the outbreak. Half an hour later, the burglar alarm began to tinkle at the Central Police Station. A posse of police proceeded to No. 254, Des Vaux Road Central, where they found that a carpenter working on the place had placed a length of board against the alarm apparatus, which started it ringing.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]AIR DEFENCE.
FRANCE'S "PRODIGIOUS" AIR
EXPENDITURE.

London, March 22nd.

The question of air defence continues to be prominent. Lord Birkenhead, interviewed by a representative of the *Evening Standard* stated that he was in favour of the formation of an air league, to create an atmosphere in which the Government would cease talking, but act. He outspokenly asks, in connection with France's "prodigious" air expenditure, against whom are these preparations made? and says that France could, if she wished, destroy London and almost every great centre of industrial population, without warning.

The *Pall Mall Gazette* declares for the one-power standard in the air, and says that nothing less will satisfy the demand for safety. The newspaper asserts that, by the end of the year, France will have an air strength equal to the rest of the world put together.

IMPERIAL EDUCATION.
LONDON CONFERENCE
AGENDA.

London, March 22nd.

The agenda of the Imperial Education Conference, to be held in London from June 25th to July 6th, has been completed. It covers the widest range, and includes all the topics submitted by the Overseas Governments.

In connection with one item, namely, visual instruction by the cinema, the industry has arranged an important exhibition to demonstrate the effectiveness of teaching through the eye.

The Board of Education, and the London County Council are organising an exhibition of the work at their schools. The Irish Free State will be officially represented.

A new feature is the fact that Overseas delegates will initiate all the important discussions, except the debate on boy scouts and girl guides, which will be initiated by General Baden Powell.

EXCESS PROFITS.
IMPORTANT DECISION BY HOUSE
OF LORDS.

London, March 22nd.

An important decision has been delivered by the House of Lords in the appeal of the Merliman Rubber Estates against the assessment of excess profits duty. The question at issue was, whether the purchase of an immature estate should be regarded as the addition of a new asset to the original property.

The appeal was dismissed.

U.S. ARMY OF OCCUPATION.
ALLIES SUBMIT REPAYMENT
PROPOSALS.

Paris, March 22nd.

At a meeting of the Inter-Allied Committee on the repayment of the cost of the American army of occupation, the Allies proposals were submitted to the American delegate, Mr. Wadsworth. It is understood the proposals suggest the payment of \$48,000,000 in twelve annual instalments from the reparations received from Germany; the payments to have priority over all other allocations from reparations.

It is reported that Mr. Wadsworth intends to suggest to the American Government that the Allies themselves should undertake the responsibility for payment.

UNITED STATES BUDGET.
DIRECTOR ESTIMATES A BIG
DEFICIT.

Washington, March 22nd.

The Director of the Budget Bureau, Brig-Gen. Herbert M. Lord, estimates that there will be a deficit for the fiscal year of \$180,000,000. The Budget Bureau expected Great Britain to pay about \$90,000,000 each on the debt, before the end of the fiscal year, but it now appears that any payments made by Great Britain will be in Liberty Bonds, which cannot be used to reduce the deficit.

GERMAN REVOLUTIONARY
PLOT.
FAR-REACHING CONSPIRACY.

Berlin, March 22nd.

It is stated in certain quarters that a plot to overthrow the Government has been discovered, with the result that action against reactionary organisations has been taken by the Prussian Minister of the Interior.

It is officially stated that searches conducted in Berlin, Cassel, Hanover, Magdeburg and other towns revealed material strongly compromising the Anti-Semitic Party.

According to the *Frankfurter Zeitung*, the conspirators had determined to overthrow the Governments of the Reich and Prussia, also to assassinate the Socialist Ministers, dissolve the Reichstag, proclaim the Weimar constitution null and void, and to establish instead a so-called national dictatorship with anti-Semitic and National-Socialist leaders.

A score of well-known Nationalist leaders have been arrested recently in Berlin. According to a Berlin telegram via Paris they include a general and many ex-officers.

LIBERAL REUNION.
NEGOTIATIONS DEFINITELY
BROKEN DOWN.

London, March 22nd.

Negotiations for the reunion of Liberal groups, which have been the topic of speeches by Mr. Lloyd George and Mr. Asquith to their supporters for some time past, have definitely broken down.

Mr. Lloyd George had supported the suggestion that the leaders should meet to discuss reunion, and a meeting, presided over by Mr. Asquith, was held yesterday.

A resolution was submitted stating that, co-operation in the lobby and constituencies should precede the establishment of formal machinery for reunion.

Mr. Asquith said that unless parliamentary co-operation was guaranteed as a preliminary, he did not see the use of appointing a consultative committee of the leaders of both groups.

At a subsequent meeting of the National Liberals, Mr. Lloyd George said that co-operation was impossible without a consultative committee.

MODERN NAVAL WARFARE.
POSSIBILITIES OF WIRELESS
DEMONSTRATED.

New York, March 22nd.

The possibilities of wireless electrical transmission, in naval warfare were strikingly shown when the battleship *Iowa*, proceeding at full speed, with nobody aboard, was perfectly controlled by wireless from the *Shawmut*, several thousand yards away.

The *Iowa* was twice attacked by the battleship *Mississippi*, the vessels moving in opposite directions and constantly changing speed.

The *Mississippi*, firstly at a range of six miles, fired 108 rounds of five-inch projectiles, scoring sixteen hits, and then, at a much longer range, she fired sixteen salvoes from her five fourteen inch guns, resulting in four hits. The shells were loaded so as to do very little damage, but at the end of the trials the *Iowa* was three feet down by the head. She will be sunk in torpedo practice.

WARSHIP PROPULSION.
ELECTRIC DRIVE FAVOURED BY
AMERICA AND JAPAN.

London, March 22nd.

At a meeting of the Institution of Naval Architects, a paper was read describing the electric propulsion of battleships which, it was asserted, is now a feature of the United States Navy. It stated that there were indications that the Japanese Naval authorities proposed to adopt an electric drive at an early date.

JUTE TRADE LOCKOUT.
THIRTY THOUSAND IDLE IN
DUNDEE.

London, March 22nd.

Thirty thousand employees are affected by a lockout in the Dundee jute trade, owing to a dispute over the question of double spinning.

THE RUHR.
KERR CUNO DEMANDS AN UNCON-
DITIONAL EVACUATION.

Munich, March 22nd.

In the course of a speech at a reception in the Town Hall, Chancellor Cuno dwelt on the failure of the measures adopted by the French and Belgians to obtain coal and coke by invading the Ruhr area. He declared that the great majority of the inhabitants of the left bank of the Rhine did not desire to form a so-called buffer state, in order to guarantee the security of France. The Chancellor added that any discussion regarding the termination of the present conflict must be accompanied by the unconditional evacuation of the invaded territory, and the fulfilment of Treaty obligations. He said it was unthinkable that up to the present the regime of lawlessness had not been definitely abandoned.

EARLIER CABLES.
ECHO OF ATTEMPTED
ASSASSINATION.

Cologne, March 22nd.

Twenty-seven German Nationalists have been arrested in connection with the attack on the Separatist editor Smets.

GERMAN UNITY.
AN APPEAL BY THE GERMAN
CHANCELLOR.

Berlin, March 22nd.

Dr. Cuno, accompanied by the Minister of Defence, Gessler, and Minister of Posts, Steege, has arrived at Munich and was welcomed by the Bavarian Premier and authorities and ovated by a crowd. Speaking in the Foreign Office, Dr. Cuno emphasised that the German policy of passive resistance to France must be continued. He later visited the Diet, and replying to an address from the president, Dr. Cuno said that the victory of the Central Government depended on the support of the Federal Parliaments and the unity of the nation.

A STEADY MARK.
CAUSES GERMAN BUSINESS
FAILURES.

Berlin, March 22nd.

The continuous steadiness of the mark is causing considerable difficulties for business firms. A well-known Berlin company dealing in precious metals has suspended payment. Its liabilities are said to be 4,600 million marks and assets 2,500 million marks. It is reported that this failure has involved other firms. The *Vossische Zeitung* reports from Hamburg the insolvency of several grain fodder, and cocoa firms. The fall in prices has caused difficulties for many other firms. Unemployment in Hamburg is increasing, as the possibility of these firms finding support is lessening.

RHINE NAVIGATION.
HOLLAND'S DIFFICULTIES BEING
REMOVED.

The Hague, March 22nd.

In the Second Chamber, replying to a Socialist relative to the difficulties of navigation of the Rhine and carrying on Dutch trade with occupied Germany, the Foreign Minister said that satisfactory results had already been attained by the Government's representations. The Government hoped the remaining difficulties would be removed.

EGYPTIAN DISTURBANCE.
POLICE AND NATIVE SOLDIERS
CLASH.

Cairo, March 22nd.

The newspapers report a fracas in an obscure quarter of the town of Tanta between Egyptian police and soldiers of an Egyptian infantry regiment, in which thirty were wounded, mostly police, one fatally. It is supposed that the trouble arose from reprisals carried out by the soldiers for the beating at the police station of a non-com of theirs who had been arrested by the police.

LEAGUE OF NATIONS.
SUPPRESSION OF TRAFFIC
IN WOMEN.

Geneva, March 22nd.

The second session of the League of Nations advisory committee on the suppression of traffic in women and children has opened. It deals, *inter alia*, with the proposal not to employ foreign women in any capacity in licensed houses.

ANGLO-GERMAN TRADE.

London, March 22nd.

Reuters understands that the position regarding British trade in unoccupied Germany is showing signs of steady improvement. Both the French and German authorities have made concessions and the Rhineland Commission has arranged for free uninterrupted passage of British coal into Germany.

BRITISH NAVY VOTE.
ARRANGEMENTS FOR OIL
SUPPLIES.

London, March 22nd.

In the House of Commons during the debate prior to the passing of the Navy Vote, Lord Channon suggested that instead of building oil factories throughout the world we should get private firms to guarantee stores of oil for the Navy. Colonel Amery replied that we had certainly arranged with private firms to supply us at Shanghai, Killiney, Calcutta, Bombay, Colombo, Singapore and elsewhere for peace purposes, but no private firm could possibly afford to keep anything like the large quantities required for strategic purposes. Colonel Amery rejected a suggestion by Commander Bellairs that the naval base at Gibraltar should be removed elsewhere, possibly Ceuta, saying it would involve enormous cost and there were few other positions where so valuable a base could be created.

KELANTAN DISPUTE.
VERDICT FOR DUFF DEVELOP-
MENT COMPANY.

London, March 22nd.

The House of Lords has dismissed the appeal of the Government of Kelantan against the arbitrators' award that the Government was bound to construct a railway and cart road within the Duff Development Company's concession within four years from July, 1919, but failed to do so. The Lord Chancellor suggested that it was now incumbent on the Kelantan Government and the British Colonial Office to consider carefully whether and to what extent the plea of sovereignty could justly be insisted on in order to prevent the enforcement of the award and the orders of courts for payment of costs.

LITHUANIAN CONFLICT.
POLISH FORCES DESTROY
LITHUANIAN POST.

Kovno, March 22nd.

A communique asserts that a Polish force of infantry and cavalry attacked and destroyed a Lithuanian post, five Lithuanian soldiers being killed and one wounded.

LENIN'S CONDITION.
CONSIDERED HOPELESS.

Moscow, March 22nd.

Notwithstanding the recent official bulletin, a Moscow message says that official circles consider Lenin's condition hopeless.

MR NORMAN EVADES
PUBLICITY.

London, March 22nd.

Mr. Montagu Norman has returned unheralded from the Continent, and appeared in the chair at to-day's meeting of Bank of England directors.

REDUCTION OF SILVER
IN COINS.

London, March 22nd.

In the House of Commons the Rt. Hon. S. Baldwin, replying to Mr. Thorne, said the saving from a reduction in the silver fineness of token silver coins depended on the amount of silver recoined, but it already amounted to several million pounds. He was not considering a return to sterling silver.

INCREASED STEEL PRICES.

London, March 22nd.

The Scottish steelmakers announce a further increase in the price of certain steel products, including ten shillings a ton for ship-plates, which will tend to check the recent improvement in the ship-building and steel trades.

FRANCE FLUCTUATE WILDLY

London, March 22nd.

A feature of the exchange market is the wild movements of French and Belgian francs, which finally receded to 69.90 and 79.45.

THE DYING ART INDUSTRIES OF
INDIA.

Some curious information is contained in an industrial report on the Etawah District which has just been issued by the United Provinces Government. It appears that about ten families living in Etawah city are engaged in the manufacture of fans from peacocks' feathers. The feathers are imported chiefly from Ahmednagar and Jeypore, and to a small extent from Jodhpur, Alwar and Bikaner. Fans to the weight of sixty maunds are exported annually to the principal cities of India, and some of them are sent overseas from Calcutta to Europe and China. One man, it is said, can manufacture as many as 50 ordinary and 25 fancy fans daily. The cost of making 50 ordinary fans is stated as Rs. 8-8, and their selling price Rs. 10-5 while 25 fancy fans cost Rs. 4-12-4 and are sold for Rs. 7-13-0. The writer of the report, Mr. Jagdish Sahai Wastel, mentions the fact that sacrificial instruments were made in Jawanthagar some ten years ago by one Baldu Tathara. But Baldu died and the industry has come to an end, as his son does not know the methods adopted by his father. The writer makes the pessimistic comment: "The regrettable instances of Baldu dying without teaching the art of making sacrificial utensils even to his son is not a solitary one. This is an every-day occurrence and is the root cause of the decline of many art industries in India."

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI POLICE OFFICIALS
ARRESTED.

CHARGED WITH USING THE THIRD
DEGREE.

Shanghai, March 23rd.

A detective sub-inspector and detective sergeant of the Shanghai police appeared in the British Police Court to-day, charged with employing the third degree in order to extort a confession from a Chinese prisoner, and thereby causing grievous bodily harm.

After evidence of arrest had been given, the case was adjourned. Accused were released on bail.

RESDITION OF WEIHAIWEI.
COMMISSION SITTINGS RESUMED.

Peking, March 23rd.

It is officially reported that the sittings of the Anglo-Chinese Commission on the rendition of Weihaiwei were resumed at Peking on March 18th. Negotiations are now proceeding.

THE HANGKOW POISONING CASE.
TWO COOKS MAKE A
CONFESSION.

Shanghai, March 23rd.

It is reported from Hangchow that two of the cooks who were arrested have confessed to poisoning the students. It is alleged that they were bribed to do so by Yuen Heng, chairman of the Students' Self-Government Association, in order to conceal the latter's peculation of the association's funds.

PEKING FOREIGN MINISTER'S
RESIGNATION ACCEPTED.

Peking, March 23rd.

It is semi-officially stated that Huang Fu's resignation has been accepted, though the resignation has not yet been announced publicly. Li Yuan Hung is urging Dr. C. T. Wang to take the post, but his acceptance is doubtful.

ADMIRAL LIU KUANG HSUNG
RECALLED.

Peking, March 23rd.

It is semi-officially stated that the Government has decided to recall Admiral Liu Kuang Hsiung from Fukien, inasmuch as Sun Chuan Fung has been made responsible for the affairs of the province.

CHINA AND INDIA.
INDIA'S INTERNATIONAL
RESPONSIBILITIES.

London, March 22nd.

In a speech at a dinner given by the Parsee Association in honour of Miss Tata, who is the first Indian woman to be called to the Bar, H. E. Mr. Chao Hain-chu said the Indian people were conservative like the Chinese, and he congratulated the Parsees on taking a distinguished part in industrial development at what he termed the springtime of India's fortunes. He pointed out that India was beginning to have consciousness of her international responsibilities. China had derived much from India, and welcomed everything except her opium. The two countries had many attachments, and he saw no signs likely to upset the continuance of their relations.

JAPANESE COMMUNIST
RETURNS FROM THIRD
INTERNATIONAL.

Riga, March 22nd.

A Japanese Communist has arrived from Moscow, where he participated in a congress of the Third International. A Customs examination of his luggage revealed a quantity of Communist literature.

GENERAL KIRKPATRICK'S NEW
APPOINTMENT.

London, March 22nd.

Light General Sir George Kirkpatrick has been appointed G.O.C. of the Western Command in India.

CATHOLICISM AN ISSUE IN
MEXICAN POLITICS.
ADMINISTRATION CHANGES
ITS POLICY.

Mexico City, January 31st.

The Obregon administration has definitely broken with the Catholics in Mexico, and an antagonism that has been more or less submerged during the past two years is now real and apparent. The expulsion of Monsignor Ernesto Filippi, apostolic delegate, for his alleged participation in an open air religious ceremony contrary to Article 24 of the Constitution of 1857, has provided the issue upon which the liberals and conservatives have come to open disagreement which many observers believe is prophetic of a bitter struggle for political supremacy.

Even the friends of President Obregon admit that his order for the expulsion of the apostolic delegate was a "pernicious foreigner." He is an Italian—was prompted by political expediency. It was a smashing direct blow they say, to check the influence of the Catholics as a political body, not as a religious organization. All quarters construe the act as an indication of fear by President Obregon and his advisers that the once powerful Clerical Party is again on its feet and in motion to grapple for leadership with an administration, which although more lenient than some of its predecessors, is fundamentally opposed to the Church. And Obregon expelled the apostolic delegate because the latter was a personal friend of the Pope and his personal friend and was many times a guest at the presidential residence.

Two years ago.

Smartering under years of repression dating back to the reforms of President Juarez, the Catholics were suddenly surprised shortly after President Obregon took office, two years ago, to find that a great degree of religious freedom was to be permitted. Numerous churches long closed were reopened; parochial schools were again started; priests and nuns appeared on the street in clerical garb, a thing unheard of in the time of President Carranza. President Obregon, reiterating his policy of freedom, often was a church visitor on the occasion of some special function. The first lady of the land, Mrs. Maria Tapia Obregon, is a devout Catholic and is prominent in the charity work of the church.

Political activity.

But a year or so ago there were rumours of activity in Catholic ranks not all of which was of a religious character. Reports were circulated of well laid plans to contest the elections. The Catholic or Clerical Party, which polled only a comparatively few votes against Obregon, was revived. Catholics such as Monsignor Filippi, who were in Congress, newspapers told of anti-government propaganda being spread in the interior by priests, and during the past year a dozen or more have been expelled, giving some substance to reports of their activity. Monsignor Filippi arrived from Rome and the clergy of the republic were mobilized to spread the doctrine of the Vatican. Many persons in the government assert they also mixed in politics.

The Foreign Secretary, explaining to Cardinal Gasparri, Papal Secretary of State, the reason for the action asserted it was because "Monsignor Filippi's direction of the clerical elements were organizing politically, even contrary to Christian precepts."

When Monsignor Filippi presided at an outdoor religious service held January 11th near Silao, Guanajuato, the government realized the law had been violated, and that an opportunity to make an example of the highest hierarchy in Mexico was offered. The Monsignor was immediately ordered to be expelled and was given seven hours to quit the republic. The apostolic delegate denied there was an intentional violation of any federal or state law, and asserted his willingness to submit to any and all laws of the nation. Without opportunity for defense he was told to leave—and he did so without protest.

Catholics abroad.

During the last three days of his stay here, the Monsignor received the homage of virtually the entire Catholic population of the city. Hundreds stood for hours in the rain, his house in a futile effort to see him. Telegrams, letters and formal protests arrived by the thousands. The Catholic faithful of the nation, united in the open for the first time in many years, were not afraid to show their sympathy for the prelate and their bitterness against the government. Thousands were at the railway station to say farewell to the Monsignor, the night he left, but in order to avoid possible trouble, he slipped out of the city and took his place in a border-bound train in a suburb.

And there the situation rests to-day—smouldering resentment on the part of the Catholics and vigorous defense of its action by the radical and anti-clerical groups. Many see in President Obregon's move a fear of the growth of the social movement, which has many Catholics in its ranks. Many predict that the Clerical Party will now start to function in the open as an opposition force. All are wondering whether the unexpected attitude of President Obregon against the Monsignor will be followed by others of a similar nature. In view of the fact that Mexico is normally a Catholic country, some interesting developments may be expected.

A PHILATELIC EXHIBITION.

Stamp collectors will celebrate the "diamond jubilee" of the first international stamp exhibition to be held in London in May. Many of the best known collectors have entered for the event, and the value of the collections exhibited will be \$6,000,000 or more.

The Italian post office recently issued a special set of postage stamps commemorating the centenary of the birth of Christ in the year 1800. They are brought out in conjunction with the tercentenary of the Institute for the Propagation of the Faith, founded by Pope Gregory XV. in 1622. Surrounding the vignette will be the arms of the four great religious orders, the Franciscans, Dominicans, Carmelites and the Jesuits.

This is the first instance of philatelic representation of the Saviour and non-catholic stamp collectors are protesting.

NAPIER JOHNSTONE'S

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of Ages

1745

till

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This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavor, and still maintains a world-wide identical quality.

DUKE OF LEINSTER, LTD.
COMPANY TO RECOVER THE
FAMILY BIRTHRIGHT.

While the Duke of Leinster is in America arranging to cross the Atlantic in a ketch friends are helping him to navigate the difficult financial waters in which he finds himself.

A private company with the title of The Dukedom of Leinster Trust, Limited, has been founded, with the object of securing the annulment of the Duke's recent bankruptcy and then of purchasing his interest in the family estates, which was sold to Sir Harry Mallaby-Deeley in 1913.

When this deal was made the Duke was Lord Edward Fitzgerald, heir-presumptive to his brother, the sixth Duke. For a lump sum of £50,000 and an annuity for life of £1,000 he disposed of his reversion, retaining an option of repurchase for £400,000 within a period of ten years. The late Duke died in February, 1922, and the present Duke succeeded to the title.

"Our first step," said one of the directors of the Dukedom of Leinster Trust (Limited), will be to straighten up the affairs of the duke, which, owing to his bankruptcy, he cannot do himself. "Then we shall approach Sir Harry Mallaby-Deeley, who, I believe, is willing to sell for less than the £400,000 stipulated. The option has still six years to run."

"Our nominal capital is £100, but we have adequate funds behind us, and shall not appeal to the public for capital. If all goes well, the Duke will be in a sound financial position."

"His share, which ought to be worth £10,000 a year, will be represented in capital of the company, and he will draw interest from the company instead of direct from the estate rents."

"I consider the company quite a good investment," the director added. "The annual revenue of the Leinster estates is about £70,000, but after charges are met this is reduced to about £25,000. In addition, there is an accumulated interest of £10,000 due to the Duke."

The articles of association of the Dukedom of Leinster Trust (Ltd.), are interesting. There are 32 clauses all told, permitting directors to operate in a very wide field.

Clause 1 may be taken to apply to the immediate business on hand of securing the Leinster estates. Its object is to purchase, take on lease or otherwise acquire in real leasehold and personal property licensed or otherwise including reversions and life interests, accumulations of interests from investments compound or otherwise together with heirlooms, furniture, pictures, china, jewelry, books, plate and other chattels of a like nature in any part of the British Empire, Ireland or foreign countries together with buildings.

Other clauses provide for all kinds of undertakings in all parts of the globe. The acquisition of patents, licences, and concessions is provided for, together with the cultivation and development of undertakings and land, the selling and letting of the same, investments, and "to consider and investigate proposals and schemes for the foundation and operations of corporations of all descriptions."

The future staff is not forgotten, provision being made for the formation of associations "calculated to benefit the company or employees or ex-employees of the company," or other dependants.

'BREACH OF PROMISE'
ACTIONS.

GOING OUT OF FASHION.

Breach of promise actions are going out of fashion. Only two were down for hearing in the courts in the last term recently commenced.

The significance of this will be realised when it is added that during the year before the war, in London and on circuit, there were 28 cases, while in that following the Armistice—1919—there were 91.

The law of George III, punishing by damages violation of promise of marriage, has fallen into disfavour with judges and juries. The feeling has been expressed frequently by the former in recent years that it ought to be abolished, and juries have done much to discourage breach of promise actions by awarding only small sums for damages.

There is something repellent to most women—and public opinion has made the law a woman's weapon, for a man bringing such a case would be laughed out of court—about reducing a promise of marriage to a money or marketable value.

The value at which it is estimated varies, of course, according to circumstances. The action brought by Miss Daisy Markham, the actress, against the Marquis of Northampton in 1913 constituted a record, the plaintiff being awarded £50,000. Before that no greater sum than £10,000 had ever been awarded. The case quoted brought the average sum in damages awarded for 1913 up to £2,000, but in 1917 the average was £400; in 1918, £257; in 1919, £104.

The figures are not encouraging and if juries continue in this fashion the law may fall into disuse without being abolished.

The body of one of Tutankhamen's funeral chariots has been brought out of the Royal mausoleum. It is described as one of the most splendid treasures ever found in the tombs of Egypt's ancient Kings. The main part of the body is sheathed in sheets of pure gold, elaborately chased in relief and set with intricate designs of semi-precious stones.

ITCHING BURNING
RASH ON FACEIn Large, Red Spots. Very
Painful. Cuticura Heals.

"My little girl's face broke out in a rash which took the form of large, red spots and itched and burned. They were very painful and were of a dry nature. They disfigured her and I had to keep her out of school. Often she could not sleep at night. A friend recommended Cuticura Soap and Ointment so I sent for a free sample. After using I saw an improvement. I bought more, and after using three cakes of Cuticura Soap and two boxes of Cuticura Ointment she was completely healed." (Signed) Mrs. H. Johnson, 1 George's Terrace, Chelmsford, Essex.

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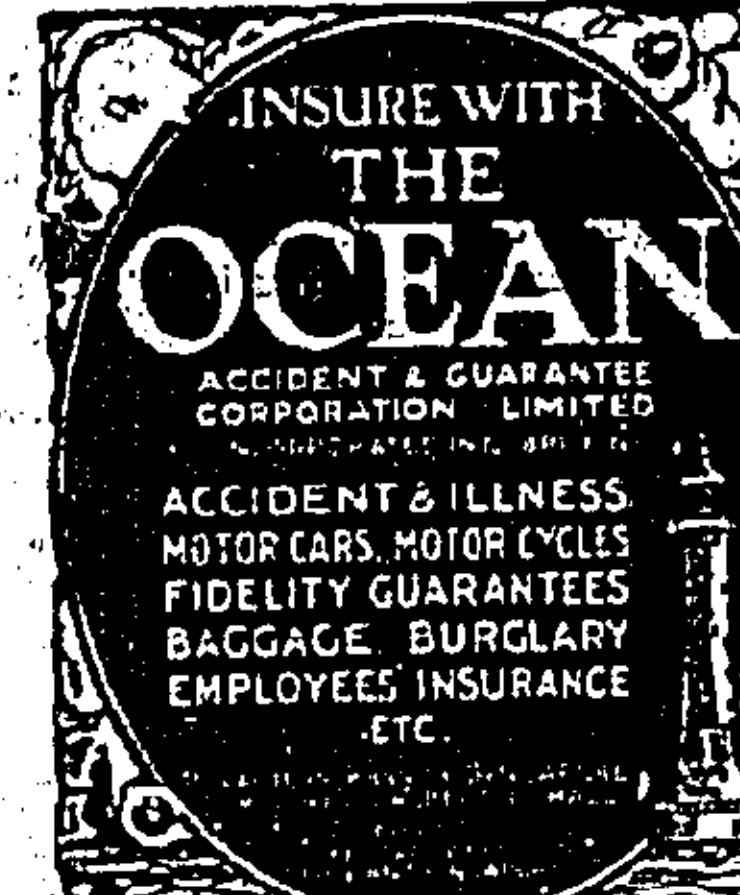
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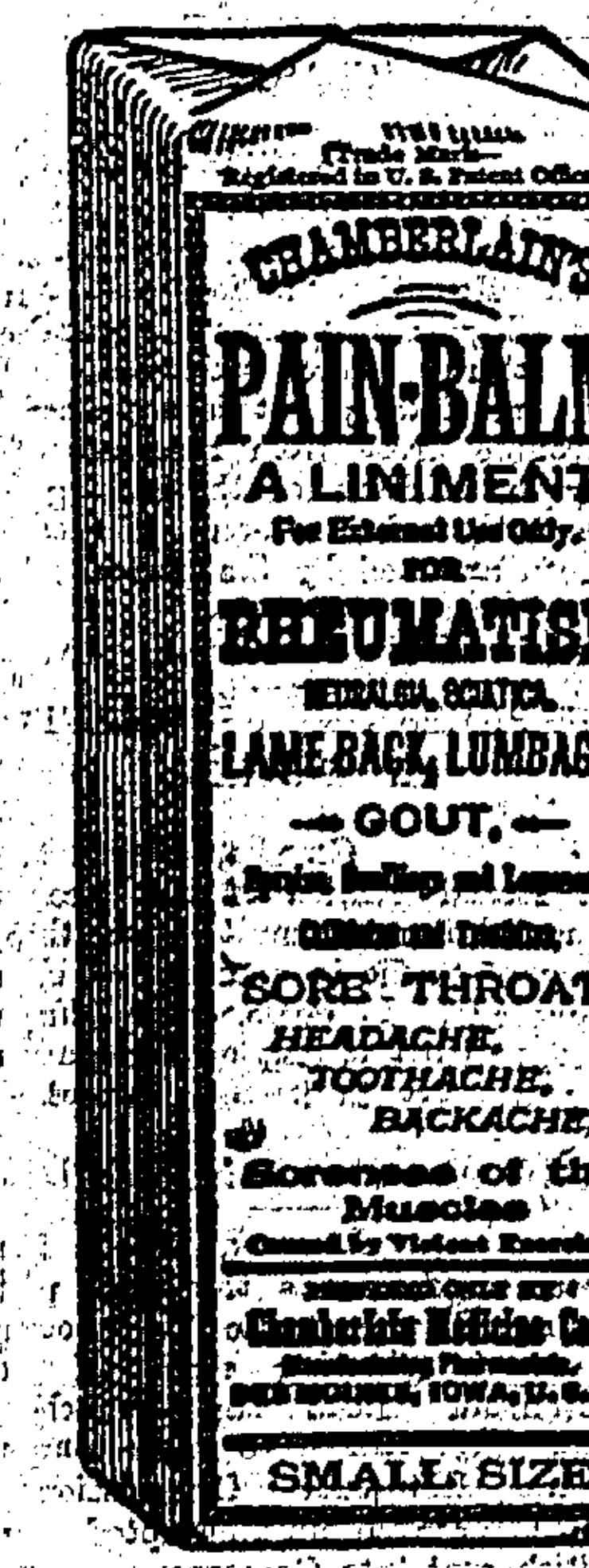
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Steamers	Tonnage, d.w.	Arrival
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*Emil Kirdorf	9,000 tons	about end of June
Ludendorff	13,250 tons	about end of July

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Caecil Legien	9,000 tons	about 6th April
Hindenburg	13,250 tons	about beginning of May
*Adolf von Bayer	9,000 tons	about beginning of June
Ludendorff	13,250 tons	about beginning of July

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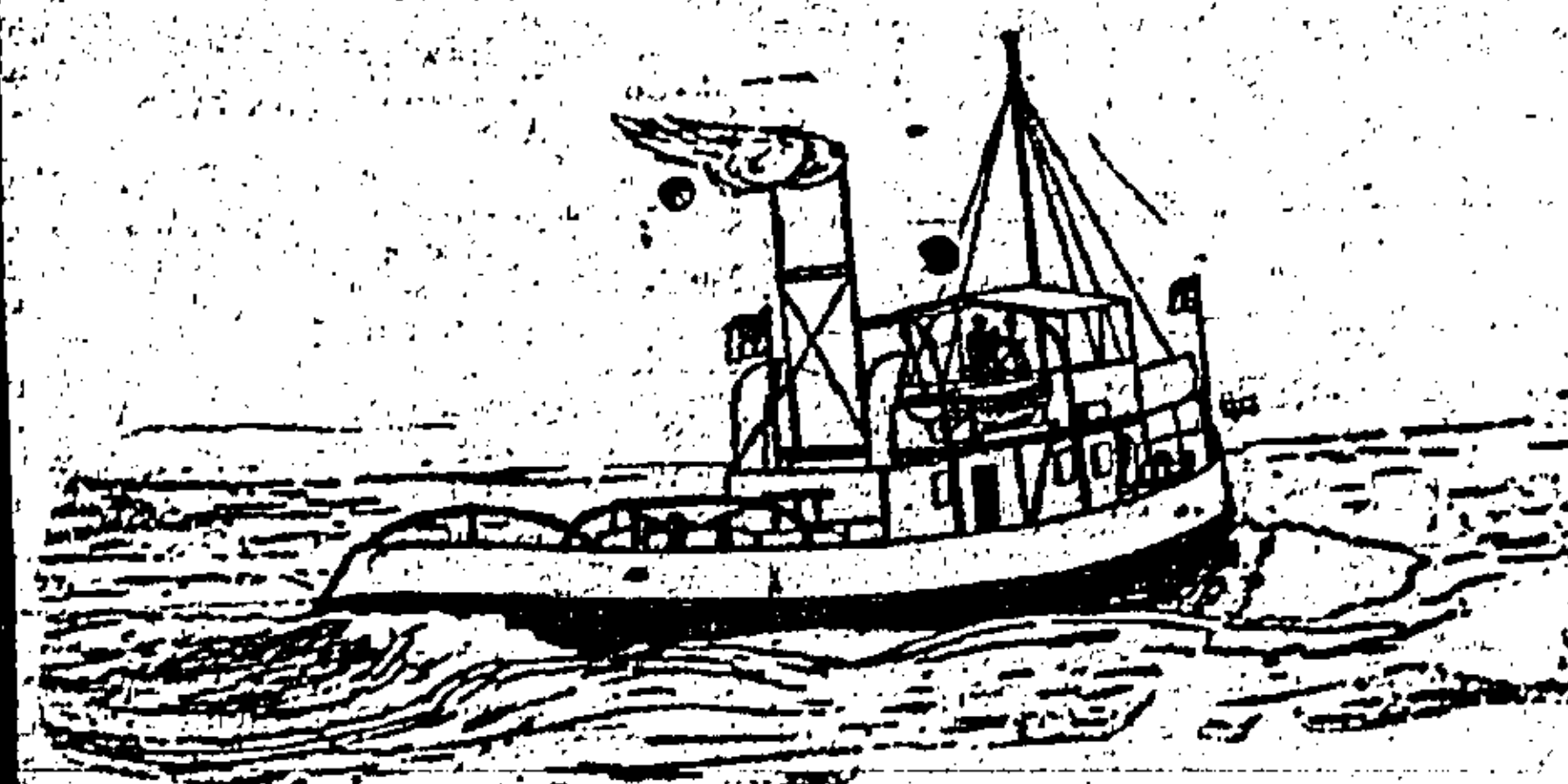
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PROBABILITY OF HIGHER PRICE LEVELS.
VIEWS OF A PROMINENT BANKER.

Mr. F. C. Goodenough, Chairman of Barclay's Bank, Ltd., made the following remarks in the course of his annual address to the shareholders of the Bank.

The prospect for trade improvement in the immediate future depends not only upon granting financial assistance to others, but it turns also largely upon price levels and exchange, and the approximation of a common level of prices in this country and in America, and the approach towards parity of the Sterling-Dollar Exchange are features of great importance.

There has been contraction here since the boom and a fall in prices, and in wages and in cost of production, whilst Sterling has to a considerable extent regained its relative purchasing power. On the other hand, there has been a rise in Gold prices, that is to say, in prices as measured in Dollars, which are the equivalent of Gold.

The Index Tables of prices here and in America show that whereas during and after the War prices rose to a much higher level in this country than in America, they have subsequently fallen, whilst, on the other hand, prices in America, although lower than they were, have lately risen, so that today Sterling prices and Gold prices are within 5 per cent of a common level.

Correspondingly, the Sterling-Dollar Exchange has reached the equivalent of \$4.85 to the £ Sterling, as compared with \$4.86 representing par of Exchange. The difference in Exchange is, therefore, about the same figure as the difference in the level of prices, viz. 5 per cent. This shows the close relationship which exists between price levels and Exchange, and you can understand why, in order to reach a common level of prices with America, it has been necessary to reduce wages and costs of production here, and it is also necessary to understand that it is necessary to reach a common level with America, in order to prevent unemployment here.

A personal effort of economy on the part of every individual in the country should serve to bridge the gap which still remains in price levels and in Exchange, and there would, then, be a common standard of prices, both in this country and in America.

After we have reached a common standard, there will be many factors which are bound to affect subsequent price levels in both countries, and which may gradually tend to raise them to a yet higher level; on the other hand, there will be counteracting influences which will have the opposite effect.

It is not possible to forecast with absolute certainty the future of price levels. It is, however, without question that there never has been a War in which, as in the late War, so much of the accumulated production of human energy has been destroyed, and so great a burden of unproductive debt has been left to fall upon the shoulders of future generations. Further, then, this, there has never been any great War which has not left prices higher and the purchasing power of money lower than before, because of the unproductive debt that has been left upon the shoulders of the people, whilst, fresh debt was created to carry on future trade. There seems to be no reason to anticipate any other course of events to-day. So far as prices in this country in the immediate future are concerned, we cannot be sure that the downward movement which has accompanied a period of deflation will not be followed by an end, if it has not done so already. In that case there may be an upward turn at all events of wholesale prices, and a renewal of activity and expansion.

It would be of great benefit to the community that there should be a rise in wholesale prices, but on the other hand, every effort should be made through personal economy and through better organisation, to keep down retail prices, so as, if possible, to reduce them to even a lower level than that of to-day.

THE GOLD STANDARD.

Returning again to the subject of the approximation which has taken place in the Sterling-Dollar Exchange, we should be in a position to take Gold from America so soon as Sterling has reached a point slightly above the parity of exchange.

Before, however, it would be safe for us to return to a free Gold market, we should have to consider very carefully what would be the effect. So long as we continue to grant Foreign Loans—and it is, I think, admitted that it is desirable in that we should do so—we are in effect in the position of giving long credit, whilst on the other hand, whatever we buy from abroad is more or less paid for in cash. Exports resulting from such Loans would not provide the immediate resources needed to pay for the imports which they necessarily entail. There would therefore be a danger of our favourable trade balance being negatived, and if a free Gold market had been restored, the tendency would be for Gold to leave this country.

Such a position, if it is coupled with that of a free Gold market, requires strong reserves, otherwise we might soon find that which we had gained. It seems to me that not only would it be necessary to strengthen our reserves against currency, but also possibly to create additional gold reserves to be held by the Treasury or by the Bank of England, before it would be safe for us to return to a free Gold market. This strengthening of reserves would serve to tide over a time of difficulty, such as might occur and would help to make it certain that there never should be any question of our having to fall back upon prohibition of the export of Gold, once we had returned a free Gold market, but even so, until our trade position is restored, and (Continued on next column.)

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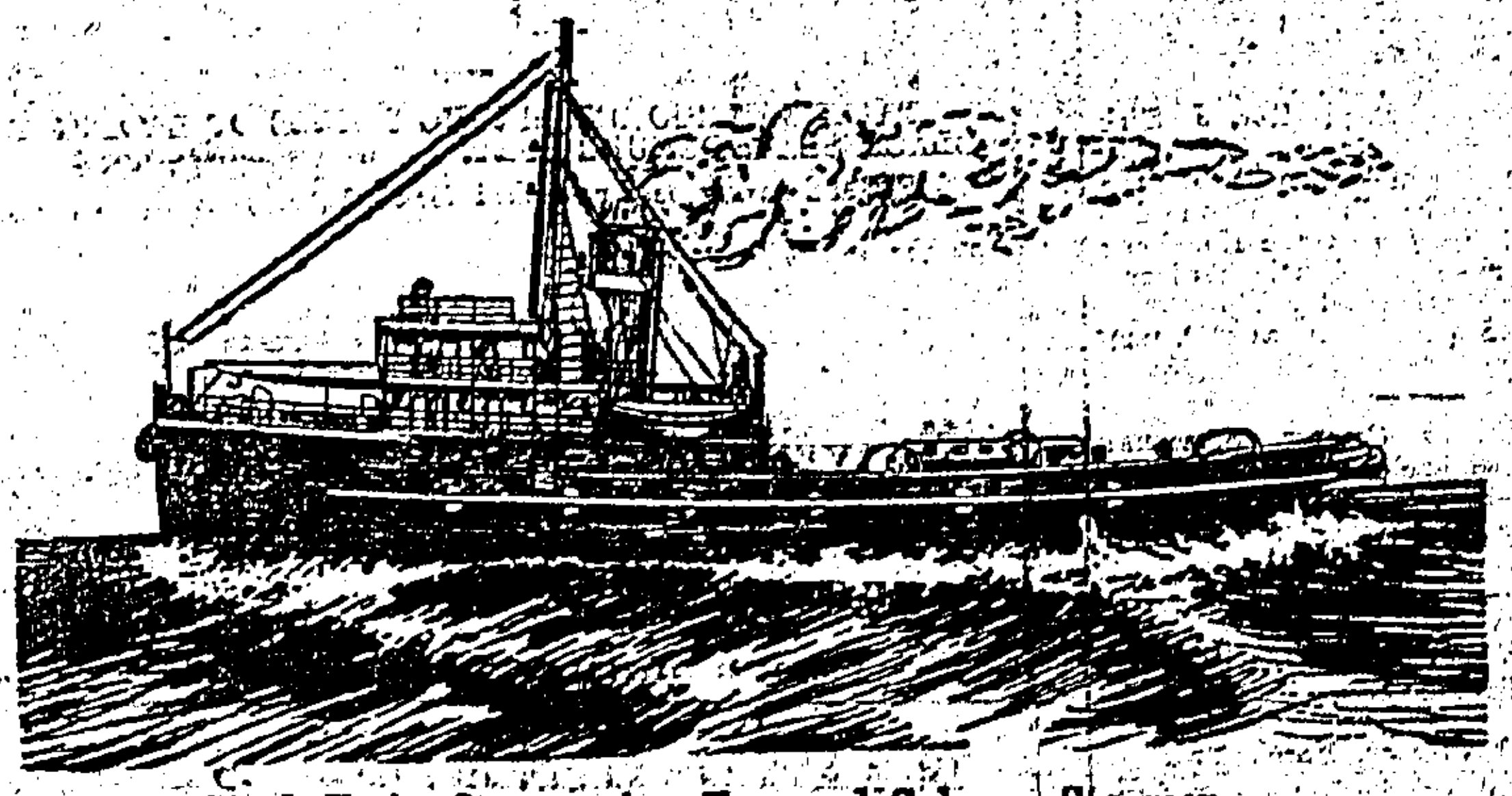
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is again well balanced, there must be a great uncertainty as to our ability to return to free Gold. Nevertheless, a return to a free Gold market should be consistently before us, as one of our objectives.

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"LEBSANG"	"WOSANG"	"LAISANG"	"CHUNSIANG"	"FOOSANG"	"TOONGSIANG"	"CHONGSIANG"	"CHONGSIANG"	"KWAISANG"	"TONGSIANG"	"FOOSANG"	"NAMSANG"	"HINSANG"		
Saturday	Saturday	Saturday	Monday	Tuesday	Thursday	Friday	Saturday	Saturday	Wednesday	Saturday	Saturday	Thursday		
24th Mar. 10 a.m.	24th Mar. Noon	24th Mar. 10 a.m.	27th Mar. Noon	28th Mar. 3 p.m.	30th Mar. Noon	31st Mar. 3 p.m.	1st Apr. Noon	4th Apr. Noon	7th Apr. 3 p.m.	10th Apr. Noon	13th Apr. Noon	16th Apr. 3 p.m.	19th Apr. Noon	22nd Apr. 3 p.m.

SHANGHAI LINE—Sailing approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued.

MANILA LINE—A weekly service is maintained with Manila by steam with good passenger accommodation, sailings from both ports every Friday.

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BORNEO LINE—Fortnightly sailings between Hongkong and Borneo by two 5,000-ton steamers, "HIBRANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kuala Lumpur, Labuan, Tawau, and Lahad Datu.

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S.S. "KWAISANG" will be despatched on or about Saturday, 31st March, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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OUTWARDS.

Vessel	Des Hongkong	Des Japan
"GLENARIFFE"	25th Mar.	10th April
"GLENARIFFE"	9th April	24th April
"GLENARIFFE"	23rd April	7th May

HOMEWARDS.

Vessel	Des Hongkong	Des Japan
"FEMEROCKHURST"	10th April	24th April
"GLENARIFFE"	24th April	8th May
"GLENARIFFE"	8th May	22nd May

Movements are subject to change without notice.
For freight or further particulars please apply to—
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SHIPPING NEWS

ARRIVALS.

March 23rd.

Bengal Maru, Japanese str., 3,331 tons, Capt. T. Takechi, from Moji, with a general cargo—N.Y.K.

Foehling, British str., 1,429 tons, Capt. J. McAlister, from Bangkok, with a general cargo—J.M. & Co.

Fukusei Maru, Japanese str., 723 tons, Capt. K. Takamoto, from Keelung, with coal—M.B.K.

Haiman, British str., 841 tons, Capt. C. E. Page, from Hoihow, with a general cargo—Po Shun S.S. Co.

Hirado Maru, Japanese str., from Canton, Chinese str., 730 tons, Capt. Ikada, from Daikou, with a general cargo—Yue Tai Hong.

Jeppore, British str., 3,300 tons, Capt. W. A. Norman, R.N.R., from Moji, with a general cargo—Mackinnon, Mackenzie & Co.

Mishima Maru, Japanese str., 1,145 tons, Capt. K. Kaura, from Pakhoi, with a general cargo—Y.K.K.

Pasani, British str., from Canton, Chinese str., 1,253 tons, Capt. R. Turnbull, from Manila, with a general cargo—B. & S.

Van Overstraten, Dutch str., 4,401 tons, J. J. Claassen, from Singapore, with a general cargo—J.C.I.L.

Wu Sang, British str., from Canton, Chinese str., 4,401 tons, J. J. Claassen, from Singapore, with a general cargo—J.C.I.L.

CLEARANCES.

March 22nd.

Genoa Maru, for Singapore.

Sunop, for K. C. Wan.

March 23rd.

Bengal Maru, for Singapore.

Chinhuu, for Hoihow.

Waiching, for Swatow.

Haidi, for Saigon.

Haidi, for Foochow.

Hirado Maru, for Baha.

Hop Sang, for Swatow.

Jeppore, for Singapore.

Lake Fielding, for Singapore.

Prosper, for Saigon.

Shansi, for Shanghai.

Tjikini, for Muntok.

Wu Sang, for Tientsin.

Yuen Sang, for Manila.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* leaves Shanghai to day, at 2 p.m.

The N.Y.K. s.s. *Hakozaki Maru* (European Line) left Singapore for Hongkong, on March 22nd, and is expected here on March 27th.

The s.s. *Slavic Prince* (Furness (Far East) Limited), is expected to arrive here from New York, on Tuesday, 27th instant.

VESSELS EXPECTED.

André Léon (M.M.), due April 10th.

Atterton (Blue Funnel), due Mar. 27th.

Chile (East Asiatic Co.), due Mar. 30th.

Empress of Canada, due Monday, March 26th, at 8 p.m.

Eurylochus (Blue Funnel), due April 14th.

Karmala (P. & O.), due March 24th.

Mentor (Blue Funnel), due April 13th.

Ningchow (Blue Funnel), due April 21st.

Pail Locat (M.M.), due March 27th.

Persius (Blue Funnel), due March 31st.

President Pierce, due April 1st.

Takada (B. L.), due March 27th, a.m.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—25th March, 1923, 6th Sunday in Lent.

Holy Communion (8.00 a.m.), Matins (11 a.m.), Responses, Psalms, Venite, Gospels (10); Psalms, 61, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Union Church (Kennedy Road).—Sunday Services: March 25th.

Morning Service at 11 o'clock.

Hymns: 313, 18, 749, 270, 295.

Evening Service at 8 o'clock.

Hymns: 665, 233, 255, 544.

Preacher at both Services: Rev. J. Kirk Macdonald.

Tuesday at 9.15 p.m.—Consent by the Hongkong Male Voice Choir. Wednesday at 8.15.—Annual Meeting of the Hongkong and New Territories Evangelical Society.

Good Friday.—Services at 11 a.m.

Christian Endeavour Meeting at 8.30 p.m. [1923]

First Church of Christ, Science, Macdonnell Road, below Bowen Road, Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [1923]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 23rd.

Day	at 2 p.m.	at 5 a.m.	at 8 p.m.
Barometer	30.15	30.16	30.10
Temperature	62	61	69
Humidity	69	62	64
Wind Direction	E	E	E
Force	2	2	3
Weather	B	B	B
Rain	0.0	0.0	0.0

Lightest open-air temperature on 23rd ... 70

Lowest open-air temperature on 23rd ... 60

WEATHER REPORT.

Mar. 23rd at 12.15.—Pressure has decreased slightly at Vladivostok, Shanghai and Hongkong. It is nearly stationary over Formosa and Tongkong. Yesterday afternoon's observations indicate a typhoon to the south of Guam. Its direction of motion is unknown.

The monsoon is interrupted to the north of Amoy.

Hongkong rainfall for the 24 hours ending at 10 a.m., 23rd Mar., 0.00 inch. Total since January 1st, 1.15 inches, against an average of 5.18 inches.

The forecast for the 24 hours ending at noon, 24th Mar., is as follows:—

Forecast

Hongkong to Gap Rock { N.E. winds strong, moderate; fine to cloudy.

Formosa Channel { The same as No. 1.

South coast of China between Hongkong and Lamook { The same as No. 1.

South coast of China between Hongkong and Hainan { The same as No. 1.

HONGKONG TIDE TABLE.

From Mar. 24th to 30th, 1923.

Day of Week	Day of Month	High Water		Low Water	
		Time	Height	Time	Height
Sat.	24	1 44	4 3	8 36	3 6
Sun.	25	3 04	5 9	8 59	3 7
Mon.	26	3 30	4 0	10 24	3 6
Tue.	27	3 51	4 0	11 48	3 3
Wed.	28	4 14	4 0	10 44	1 0
Thur.	29	4 38	4 0	11 34	3 8
Fri.	30	5 02	4 0	1 35	1 6
		5 26	4 0	0 40	3 3
		5 49	4 0	1 38	2 7

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Taketo Maru	Jap.	Nippon Yusen Kaisha	On Middle April
NEW YORK & BOSTON	Slavic Prince	Brit.	Princo Line	On 31st Mar.
BOSTON & NEW YORK via Suez	City of Lincoln	Brit.	The Bank Line, Limited	On 31st Mar.
SAN FRANCISCO	Strathairn & Barry	Am.	Strathairn & Barry	On 31st Mar.
SAN FRANCISCO via Suez & Jap. Ports & Hong Kong	President Cleveland	Am.	Pacific Mail S.S. Co.	On 31st Mar.
VICTORIA & VANCOUVER, H.O. via SHANTUNG, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 19th April.
VICTORIA, VANCOUVER, SHANTUNG & TACOMA	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 7th April, 10 am
VICTORIA, VANCOUVER & VANCOUVER	Arabia Maru	Jap.	Ozaka Shosen Kaisha	On 31st Mar.
VANCOUVER via SHANTUNG & JAPAN, &c.	Philoctetes	Brit.	Butterfield & Swire	On 7th April, 10 am
MARSHALLS, LONDON & ANTWERP	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 7th April
MARSHALLS, LONDON & ANTWERP	Dongola	Brit.	P. & O. B. L. & A. L.	On 4th April
MARSHALLS, LONDON & ANTWERP	Armand Behin	Brit.	Messageries Maritimes	On 2nd April
MARSHALLS, LONDON & ANTWERP	Paul Legat	Brit.	Messageries Maritimes	On 17th April
MARSHALLS, LONDON & ANTWERP via SHANTUNG, &c.	Bawa Maru	Jap.	Nippon Yusen Kaisha	On 1st May
MARSHALLS, LONDON & ANTWERP	City of Simla	Brit.	The Bank Line, Ltd.	On 31st Mar.
MARSHALLS, LONDON & ANTWERP	Antiochus	Brit.	Butterfield & Swire	On 31st Mar.
MARSHALLS, LONDON & ANTWERP	Ballerophon	Brit.	Butterfield & Swire	On 31st Mar.
MARSHALLS, LONDON & ANTWERP	Paris Maru	Jap.	Ozaka Shosen Kaisha	On 7th April
MARSHALLS, LONDON & ANTWERP	Pambroke	Brit.	Jardine, Matheson & Co., Ltd.	On 10th April
MARSHALLS, LONDON & ANTWERP	Sapores	Dut.	Java-China-Japan-Lijn	On 30th Mar.
MARSHALLS, LONDON & ANTWERP	Carl Legton	Gor.	Renter Broekelman & Co.	About 19th April
MARSHALLS, LONDON & ANTWERP	C. M. Mathieu	Brit.	Messageries Maritimes	About middle April
MARSHALLS, LONDON & ANTWERP	Awa Maru	Jap.	Nippon Yusen Kaisha	On 31st Mar.
MARSHALLS, LONDON & ANTWERP	Kwansang	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Mar., 3 pm
MARSHALLS, LONDON & ANTWERP	Soudan	Brit.	P. & O. B. L. & A. L.	About 19th, 11 am
MARSHALLS, LONDON & ANTWERP	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 30th Mar.
MARSHALLS, LONDON & ANTWERP	Tricote	Brit.	Dodwell & Co., Ltd.	On 25th Mar.
MARSHALLS, LONDON & ANTWERP	Chinhuu	Brit.	Butterfield & Swire	On 24th Mar., Noon
MARSHALLS, LONDON & ANTWERP	Takura Maru	Jap.	Yamashita Kisen Kaisha	About —
MARSHALLS, LONDON & ANTWERP	Hinwang	Brit.	Yamashita Kisen Kaisha	About —
MARSHALLS, LONDON & ANTWERP	Yoshino Maru	Jap.	Jardine, Matheson & Co., Ltd.	Cn 20th April, 2 pm.
MARSHALLS, LONDON & ANTWERP	Kanagawa Maru	Jap.	Nippon Yusen Kaisha	On 18th April
MARSHALLS, LONDON & ANTWERP	Tingsang	Brit.	P. & O. B. L. & A. L.	On 7th April
MARSHALLS, LONDON & ANTWERP	Hakozaki Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 4th April
MARSHALLS, LONDON & ANTWERP	Paul Locat	Brit.	Nippon Yusen Kaisha	On 28th Mar.
MARSHALLS, LONDON & ANTWERP	Li St. Lambert-Bio	Brit.	Messageries Maritimes	On 27th Mar.
MARSHALLS, LONDON & ANTWERP	Karmala	Brit.	Messageries Maritimes	On 26th Mar.
MARSHALLS, LONDON & ANTWERP	Shantung	Brit.	P. & O. B. L. & A. L.	On 25th Mar., 10 am
MARSHALLS, LONDON & ANTWERP	Venesta	Brit.	Butterfield & Swire	On 25th Mar., 4 pm
MARSHALLS, LONDON & ANTWERP	Tijlialap	Dut.	Dodwell & Co., Ltd.	About 11th April
MARSHALLS, LONDON & ANTWERP	Chongshing	Jap.	Java-China-Japan-Lijn	About 24th Mar.
MARSHALLS, LONDON & ANTWERP	Tijpanas	Jap.	Ozaka Shosen Kaisha	On 25th Mar.
MARSHALLS, LONDON & ANTWERP	Malay Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 31st Mar., Noon
MARSHALLS, LONDON & ANTWERP	Chungang	Dut.	Java-China-Japan-Lijn	About 24th Mar.
MARSHALLS, LONDON & ANTWERP	Kwangchow	Brit.	Ozaka Shosen Kaisha	On 19th Apr.
MARSHALLS, LONDON & ANTWERP	Hatching	Brit.	Jardine, Matheson & Co., Ltd.	On 26th Mar., 10 am
MARSHALLS, LONDON & ANTWERP	Hailong	Brit.	Butterfield & Swire	On 27th Mar., Noon
MARSHALLS, LONDON & ANTWERP	Loongsang	Brit.	Douglas Lepraik & Co.	On 3rd April, 1 pm
MARSHALLS, LONDON & ANTWERP	President Pierce	Brit.	Douglas Lepraik & Co.	On 30th Mar., 12 noon
MARSHALLS, LONDON & ANTWERP	West Prospect	Brit.	Jardine, Matheson & Co., Ltd.	On 29th Mar., 3 pm
MARSHALLS, LONDON & ANTWERP	Am.	Am.	Pacific Mail S.S. Co.	On 2nd April
MARSHALLS, LONDON & ANTWERP	Am.	Am.	Struthers & Barry	On 25th Mar.

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ARMAND BEHIC	...	...	17th April
PAUL LEONAT	23rd Feb.	25th March	1st May
ANDRE LEBON	9th March	10th April	15th May
NABORE	23rd March	24th April	29th May
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"SOUHAN"	6,700	30th Mar., 11 a.m.	Singapore, Penang, Colombo & Bombay
"DONGOLA"	6,900	4th Apr.	Marseilles, London & Antwerp
"NAGPORE"	5,283	8th Apr.	Singapore, Penang, Colombo & Bombay
"FANKIN"	7,000	15th Apr.	Marseilles, London & Antwerp
"SIOLLA"	6,800	22nd Apr.	Singapore, Penang, Colombo & Bombay
"HARMAHA"	9,000	2nd May	Marseilles, London & Antwerp
"KASHGAR"	9,000	16th May	Singapore, Penang, Colombo & Bombay
"SOUHAN"	6,700	22nd May	Marseilles, London & Antwerp
"SYANWAN"	7,000	30th May	Singapore, Penang, Colombo & Bombay
"SARDINIA"	6,580	13th June	Marseilles, London & Antwerp
"DELTA"	6,097	27th June	do.
"MALWA"	10,941	11th July	do.
"DEVANHA"	8,092	25th July	do.

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"JANTA"	6,200	11th Apr.	do.

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"TAKADA"	6,848	25th Mar.	Moji & Kobe
"KASHGAR"	8,840	8th Apr.	Shanghai, Moji, Kobe & Yokohama
"ST. ALBANS"	4,500	10th Apr.	Japan Direct.

All dates are approximate and subject to alteration without notice.

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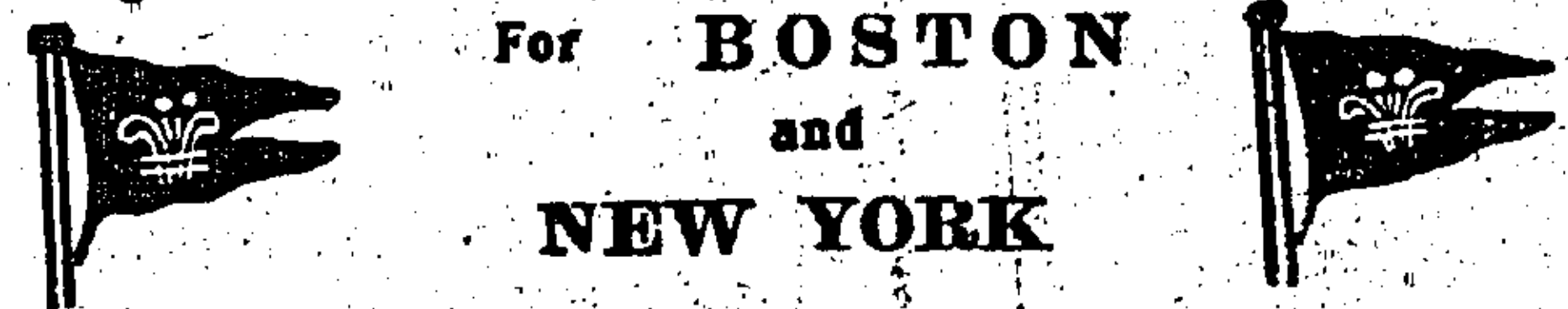
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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

Monthly direct service via Singapore and Port Said to Marseilles

1. "PARIS MARU" (Calling Passengers) ... Saturday, 7th April

BUENOS AIRES-RIO DE JANEIRO, SANTO DUBBAN & CAPE TOWN via SAIGON & SINGAPORE, PASSENGER SERVICE

2. "CANADA MARU" ... Tuesday, 27th Mar., 11 a.m.

BOMBAY & COLOMBO-REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"BURMA MARU" ... Thursday, 5th April

"HIMALAYA MARU" ... Saturday, 21st April

SAIGON, BANGKOK & SINGAPORE-Regular monthly Passenger Service

"KISHU MARU" ... Sunday, 1st April

CALCUTTA-Monthly Service via Singapore, Penang & Rangoon

"MALAY MARU" ... Thursday, 15th April

VICTORIA, VANCOUVER, SEATTLE & TACOMA-via Shanghai and Japan Ports-Making cargo to OVERLAND POINTS U.S.A. & CANADA-Passenger Service

"ARABIA MARU" ... Saturday, 7th April

NEW YORK via PANAMA-Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports

"HAWAII MARU" ... Thursday, 28th Mar.

JAPAN PORTS-Kobe & Yokohama

"KISHU MARU" ... Sunday, 25th Mar.

KEELING, NEW ZEALAND, AUSTRALIA-Three times weekly service via Singapore, Penang & Rangoon

"RAJU MARU" ... Every Sunday, 10 a.m.

"AMARU MARU" ... Thursday, 29th Mar., 9 a.m.

TAKAO via FUCHU & AMOY

"FOCHU MARU" ... For sailing dates and further particulars please apply to:-

K. SHIMAZAKI & CO.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SHANGHAI & TIENTSIN	"SHANSHI"	On 24th Mar., D.L.
HOIHOW & SINGAPORE	"CHINCHUA"	On 24th Mar., 10 a.m.
WEIHAIWEI & TIENTSIN	"KURICHOW"	On 24th Mar., 4 p.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 25th Mar., D.L.
SWATOW, SHANGHAI & PUKOW	"YINGCHOW"	On 25th Mar., 10 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 25th Mar., 4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 27th Mar., 4 p.m.
MANILA	"TAMING"	On 27th Mar., 4 p.m.
CHIEFOO & NEWCHOWANG	"PAKHOU"	On 27th Mar., 4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 29th Mar., 4 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 29th Mar., 4 p.m.

Excellent Balcon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANKOK LINE-regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Rangoon maintained by new "K" class steamers, attractively fitted for passengers, with double and triple-berth cabins.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE

Telephone Central 33.

JOHN SWIRE & SONS, LTD.

CARGO & PASSENGER CAN BE RECEIVED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

(HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS)

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"TAIWAN"	24th April	29th April

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has regular communication with Manila, etc., throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australia, New Zealand & Tasmania Ports.

For Freight and Passage apply to:- BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Elkridge" ... Due Hongkong 8th Apr.

U.S.S. "West Chopaka" ... Leave Hongkong 9th Apr.

U.S.S. "West Chopaka" ... Due Hongkong 10th Apr.

U.S.S. "West Chopaka" ... Leave Hongkong 11th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WHEELING

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS

TO MANILA AND SINGAPORE

U.S.S. "West Prospect" (to Manila only) ... Due Hongkong 27th Mar.

U.S.S. "West Prospect" (to Manila only) ... Leave Hongkong 28th Mar.

U.S.S. "West Chopaka" ... Due Hongkong 19th Apr.

U.S.S. "West Chopaka" ... Leave Hongkong 13th April

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information Apply to:-

STRUTHERS AND BARRY,

L. EVERETT, General Agent for

1st Floor, Queen's Building, Phone Central No. 3008.

JAPAN-CHINA-PHILIPPINES, G. P. BRADFORD, Reel Agent.

INDO-CHINA-STRAITS & JAVA.

PACIFIC MAIL STEAMSHIP CO.

MANAGING AGENTS

UNITED STATE SHIPPING BOARD

EMERGENCY FLEET CORPORATION

TRANS-PACIFIC SERVICE.

Freight and Passengers.

AMERICAN STEAMERS.

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

Leaves Hongkong. Arrives San Francisco

SS. "PRESIDENT CLEVELAND" ... Mar. 29th ... April 30th

SS. "PRESIDENT PIERCE" ... April 11th ... May 3rd

SS. "PRESIDENT WILSON" ... April 25th ... May 17th

Sailing & Fare Subject to Change Without Notice.

SPECIAL THROUGH FARES

HONGKONG TO EUROPE

via SAN FRANCISCO AND NEW YORK

First Class throughout

LOCAL EQUIVALENT OF £120-£112

includes

FIRST CLASS MINIMUM FARE BERTH TO SAN FRANCISCO

First Class Rail accommodations with stop-over privileges

SAN FRANCISCO TO NEW YORK

Accommodations any Atlantic Ocean Steamer.

HONGKONG-MANILA SERVICE.

Leaves Hongkong.

Arrives Manila.

SS. "PRESIDENT PIERCE" ... April 2nd ... April 4th

SS. "PRESIDENT WILSON" ... April 14th ... April 16th

SS. "PRESIDENT LINCOLN" ... April 30th ... May 2nd

HONGKONG-CALCUTTA SERVICE.

Freight Only

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

For full information regarding rates, space, etc., apply to

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141.

Canton Agents: REISS & CO.

POST OFFICE NOTICE.

Telegraphic Communication with Wagon Light-house is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

The Parcel Post Service to Kowloon via Yunnan is suspended. Parcels addressed to Kowloon will, until further notice, be accepted only at sender's risk and will be forwarded via Shanghai and Changchun (Hunan).

INWARD MAILS.

FROM	PER	DUR.
JAPAN	Imperial ...	24th inst.
SHANGHAI	London ...	24th inst.
U.S.A., JAPAN & SHANGHAI ...	Free Mails ...	24th inst.
EXPORTS via Suez (Letters & Papers) ...		
London, 12nd Feb. & Parcel 14th Feb.		
MANILA	Kormala ...	24th inst.
SHANGHAI	Free Cleveland ...	24th inst.
SEATTLE	Tokyo ...	24th inst.
SEATTLE	Hakodate ...	24th inst.

OUTWARD MAILS.

TO	PER	DUR.
Hoihow & Haiphong	Leasing ...	Saturday, 24th, 8.30 A.M.
Straits and Calcutta	Bengal ...	8.30 A.M.
Sourabaya	Tyutaj ...	10.30 A.M.
Japan	Leasing ...	10.30 A.M.
Straits and Bombay	Tyutaj ...	10.30 A.M.
Wei Hai Wei	Tyutaj ...	10.30 A.M.
Amoy	Tyutaj ...	10.30 A.M.
Shanghai	Tyutaj ...	10.30 A.M.
Java via Batavia	Tyutaj ...	10.30 A.M.
Swatow, Amoy and Keelung	Amakura ...	Sunday, 25th, 9.00 A.M.
Hoihow and Bangkok	Chunang ...	Monday, 26th, 8.30 A.M.
Shanghai	Philippines ...	8.30 A.M.
Philippines Islands	Free Mails ...	8.30 A.M.
Swatow	Hydrang ...	8.30 A.M.
*Swatow and Bangkok	Kwanakow ...	Tuesday, 27th, 10.30 A.M.
Swatow, Amoy and Fookow	Haifong ...	Noon
Straits, Ceylon, Mauritius, L. Marques ...	Registration ...	Wednesday, 28th, 8.45 A.M.
South Africa, India via D. H. ...	Letters ...	8.45 A.M.
SEATTLE due Marseilles, 28th April ...		
Saigon	Tyutaj ...	10.30 A.M.
Shanghai	Hakodate ...	10.30 A.M.
Shanghai, Japan, Honolulu, Canada ...		
U.S.A. Central & South America ...		
*EUROPE via SAN FRANCISCO ...	Pres. Cleveland ...	Wednesday, 28th, 5.00 P.M.
due San Francisco, 30th April ...	Registration ...	5.00 P.M.
*Swatow, Amoy and Takao	Souha ...	Thursday, 29th, 8.00 A.M.
Swatow, Amoy and Fookow	Haifong ...	Friday, 30th, 9.00 A.M.
Straits, Ceylon, Mauritius, L. Marques ...		
South Africa, India via D. H. ...		
Bombay and Aden		
Straits and Egypt	Bellerophon ...	Saturday, 31st, 9.00 A.M.
Haiphong, Saigon, *Straits, *Ceylon ...		
*Mauritius, L. Marques, *South Africa ...		
*India via D. H. ...		
*EUROPE via Marseilles ...		
due Marseilles, 4th May ...		
Swatow, Amoy and Fookow	Haifong ...	Tuesday, 3rd, Noon
Straits, Ceylon, Mauritius, L. Marques ...		
South Africa, India via D. H. ...		
Bombay and Aden		
Straits and Egypt		
Haiphong, Saigon, *Straits, *Ceylon ...		
*Mauritius, L. Marques, *South Africa ...		
*India via D. H. ...		
*EUROPE via Marseilles ...		
due Marseilles, 4th May ...		

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"BELLEROPHON" 31st MAR. London, Amsterdam & Antwerp.
 "PYRRHUS" 4th APR. London & Rotterdam.
 "DEUCALION" 9th APR. London, Rotterdam & Hamburg.
 "LYCAON" 16th APR. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"ANTILLOCHUS" 6th APR. Marseilles, Havre, Liverpool & Glasgow.
 "DEMODOCUS" 20th APR. Genoa, Marseilles, Liverpool & Glasgow.
 "TRUCER" 1st MAY Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

"PHILOCTETES" 28th MAR. } Victoria, Seattle & Vancouver.
 "TYNDAREUS" 24th APR. }

NEW YORK SERVICE

"EURYBATES" 5th APR. via Suez.
 "IXION" 15th APR. via Suez.

PASSENGER SERVICE

"PYRRHUS" 4th APR. for Singapore & London.
 "MENTOR" 13th APR. for Shanghai.
 "MENTOR" 7th MAY. for Singapore & London.
 "TERESIAS" 25th JUNE. for Singapore & London.
 "BARPEDON" 4th AUG. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(John Swire & Sons, Ltd.)
 AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

33rd March, 1933	
On London	2/11 1/2
Telegraphic Transfer	2/11 1/2
Bank Bill on demand	2/11 1/2
Bank Bill, 30 days sight	2/11 1/2
Bank Bill, 60 days sight	2/11 1/2
Bank Bill, 90 days sight	2/11 1/2
Documentary Bill 4 months	2/4 11/16
On Paris	810
Bank Bill, on demand	810
On New York	54 1/2
Bank Bill, on demand	54 1/2
On Hongkong	172 1/2
Telegraphic Transfer	172 1/2
Bank Bill, on demand	172 1/2
On Shanghai	172 1/2
Bank Bill, on demand	172 1/2
On Yokohama	111 1/2
On Manila	107
On Singapore	107
On Batavia	137 1/2
On Haiphong	137 1/2
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